

4 JAN 1965

Ship's Name SS/~~MS~~ "BALKAN" Port of Registry Varna Port Kobe
Gross tons 7,372
Date of build Is there a rpt. 8? Yes Rpt. No. 13751
No. of visits 5 First date 21-10-64 Last date 8-11-64
Interim Cert. issued Yes, Damage rpt. issued
& copy herewith? B1-110226 & copy herewith? Last rpt. (H.Q. only)
Date of completing rpt. 17-12-64 Surveyed at, if different from Port above Kobe & Osaka
Is a rpt. 9B attached? Yes MN Nature of survey Damage, Docking and Part ABS
Survey fees Damage fee Expenses
Part ABS £19-0-0 £35-0-0 £4-0-0
S.A. fee -

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods
- 2 Valves & gears
- 3 Con. rods, cross-heads, bearings & guides centre
- 4 Crankpins & bearings centre
- 5 Journals & bearings

Side
Side

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods
- 8 Crankpins & bearings
- 10 Coolers & safety devices

- 7 Con. rods, cross-heads & bearings
- 9 Journals & bearings

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods
- 13 Crankpins & bearings

- 12 Con. rods, cross-heads & bearings
- 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

- 16 Casings, rotors, blading, bearings, & thrusts

- 15 Levers

- 17 Reduction gearing
- 18 Scavenge blowers

- 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of
ABS 11,64 on completion, subject to any outstanding conditions of class
being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping
S. Blakeman & R. D. Tomlinson

See Yka 5606

Lloyd's Register
Foundation

SB: sk

014068-014076-024612

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Main engine
33 driven pumps

31 Holding down bolts & chocks

32 Detuner or vibration damper

36 Essential independent pumps

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

46 Independent air compressors
coolers & safety devices

Have the remaining piping arrangements
& fittings in the machinery space been
38 examined as considered necessary?

Identify
by
position

48 Have all evaporators safety valves been tested under steam?

51 Fire extinguishing arrangements

Evaporators
49 HP & LP

50 Distillers

Steering 52machinery

53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage alleged to have been sustained due to heavy weather conditions between the 3rd September 1964 and 11th October 1964.

It was stated sea water had entered the engine room via the skylights and sprayed the main engine. Also stated [due to heavy weather excessive load and vibration had slackened the steering steam engine holding down bolts and badly worn the teeth of the worm driven wheel of the steering gear.

Now Done for Alleged Damage

All main engine exhaust valves and seats examined. Main engine No.3 piston drawn and examined.

Report leaks at No.2 and 4 main engine expansion bends examined.

Cylinder lubrication system stated contaminated with sea water.

Three starting air valves stated leaking.

Two engine room vent fan closed with sea water.

The steering steam engine holding down bolts and worm and driven wheel examined.

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The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

Repairs

All main engine exhaust valves and seats pitted and fretted badly.

All seats skimmed smooth.

The Nos.1 & 6 exhaust valve landing faces skimmed. Nos.2,3,4 & 5 exhaust valves replaced by ships spares. No.4 exhaust expansion bend replaced by spare, no leaks located on No.2 bend.

Cylinder lubricators and pipes cleaned thoroughly.

No.3 main engine piston found in good order and walls of cylinder liner good.

Three starting air valves overhauled valves and seats ground in as necessary.

Two engine room vent fan motors dried out insulation resistance made good and re-varnished. Ball races of fan motor spindles worn, now renewed.

The worm driven wheel rim (detachable bronze teeth) found badly worn and showed signs of recent wear.

There was no time to make a new wheel rim, but the ships used spare found still servicable and not worn beyond acceptable limits. The ships spare wheel rim fitted at this time. The holding down bolts of steam steering gear checked and tightened down as necessary.

On completion of repairs machinery and steering gear tested under working conditions and left in good order.

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