

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 **Yes** Last rpt. (H.Q. only)
 & copy herewith? **B1-110226** & copy herewith?
 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 **Part ABS £19-0-0** Damage fee **£35-0-0** Expenses **£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 Side
- 4 Crankpins & bearings centre Side
- 5 Journals & bearings

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

- 6 Cyls., covers, pistons & rods 7 Con. rods, cross-heads & bearings
- 8 Crankpins & bearings 9 Journals & bearings
- 10 Coolers & safety devices

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

- 11 Cyls., covers, pistons & rods 12 Con. rods, cross-heads & bearings
- 13 Crankpins & 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

THURSDAY 28 JAN 1965

See Yka 5606

S. Blakeman © 2021
 Surveyor to Lloyd's Register of Shipping
 S. Blakeman & R. D. Tomlinson

Lloyd's Register Foundation

SB: sk

014068-016076-0246 1/2

At or complete Special Surveys those items which are not applicable to ship are to be cancelled; this need not be done when the machinery is on continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Considered that re-examination or repairs should be made before that date a distinguishing mark thus should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

ALSO FOR

SPL FOR

TRO NOTED BY

SRL

POSTING

HEADER

CERT

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)		

State
Port P. or
Starboard S.

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

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

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 HP & LP Evaporators

50 Distillers

51 Fire extinguishing arrangements

52 machinery Steering

53 Windlass

Identify
by
position

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.

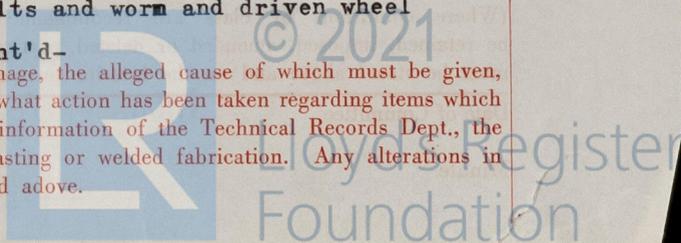
Three starting air valves stated leaking.

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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