

Rpt. 9

Date of writing report

Survey held at

Received London

No. of visits

Port

First date

31 AUG 1956

No. 1778

Last date

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 73176 S.S. Name M.V.

Owners Landesbank & Girozentrale

Engines made 1911

By

Fr. Krupp, Kiel

Managers

Gross tons

3181

Date of build

1911-11

Port of Registry

LUBECK

Type Oil Engine

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock

Nature of Survey

Was Damage Report issued?

Int. Cert.?

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull

Machinery

+ 100 AL

LMC 9,55

SS (Dr) 1,52

TS CL 9,55

Lbs 9,55

Dokg. 3,56

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a 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.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides

4 Crankpins & Bearings

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manoeuvring?

closed without condition slight in my opinion to remain as supercharger clutch.

Date of Committee

Decision

THURSDAY 4 OCT 1956

As new without Rpl. cdn.

30m, 6.55. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping



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Lloyd's Register
Foundation

AUXILIARY ENGINES (Identify by position)

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Examined supercharger clutch mechanism as far as possible without extensive dismantling, and subsequently witnessed a basin trial of the engine, in the course of which the clutch was engaged and disengaged several times satisfactorily and all appeared to be in good order.

It is submitted that the item in the Special Reasons List:-
"Propulsion motor super-charger engine to be overhauled and exp.
on arrival at European port" is now eligible to be deleted

It was stated by the Owner's representative that the Hall items were dealt with at Hamburg - March 1966

Survey fees ... machy. examination 2m. 70

Damage fee	...		12
Expenses...	...		50
		Late attendance 22/8/20	

Date when A/c rendered.