

SURVEY  
t. 9  
of writing report 3.12.58  
ey held at HAMBURG  
Received London  
No. of visits 2  
Port HAMBURG  
First date 1.12.58  
Last date 2.12.58  
No. 7132

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

in R.B. 74575 Name ~~XXX~~ "PASSAT"  
ers Stiftung "Pamir & Passat" Managers Zerssen & Co.  
ines made 1943 By Fr. Krupp Germ. AG, Kiel  
of Main Engines 1 No. of Screws 1  
of Main Boilers - W.P. -  
of Aux./Donkey Boilers - W.P. -  
urveyed Afloat or in Dry Dock Drydock  
ture of Survey Dkg, TS  
as Damage Report issued? - Int. Cert.? yes  
st Report (For Head Office only)

Gross tons 3181 Date of build 11-1911  
Port of Registry Lübeck  
Type Oil Engine 4SA 6Cy.  
NE made 43, refitted 52  
Records of Survey & Special Notations as per Register Book

Hull	Machinery
* 100 A1	* LMC 9.55
Dkg 1.57	CL 9.55
SS (Dr) 1.52 Lbc 9.55	

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 GOOD Wear Down of Stern Bushes REMOVED Oil Glands - Sea Connections -  
Fastenings GOOD Has Screwshaft/Tubeshaft been drawn? YES Date of Examination 2-12-58 Has Shaft been changed? NO  
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, Side  
Top Ends & Guides Centre  
4 Crankpins & Side  
Bearings Centre  
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

## SCAVENGE BLOWERS

## SUPERCHARGERS

## MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts

## EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

## STEAM COMPRESSORS

## CLUTCHES & HYDRAULIC COUPLINGS

## REDUCTION GEARING

## THRUST BLOCKS, SHAFTS & BEARINGS

## INTERMEDIATE SHAFTS & BEARINGS

## HOLDING DOWN BOLTS & CHOCKS

## CONDENSERS (MAIN & AUX.)

## STEAM RE-HEATERS

## DE-SUPERHEATERS

## STOP & MANOEUVRING VALVES

## MAIN ENGINE DRIVEN PUMPS

## CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?  
OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel where now seen is in  
good order and eligible in my opinion to remain as now classed with fresh record  
of TSCL 12.58.

Date of Committee  
Decision

30m. 4.55. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

8-1

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- 37 Essential Independent Pumps (Identify by position).....
- 38 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 39 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators.....			i Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

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

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters.....	
Safety Valves.....	
Mountings, Doors & Fastenings.....	
Safety Valves Adjusted to { Sat..... Spt.....	
Boiler Securing Arrangements.....	
Main Economisers.....	Exhaust Gas Heated Economisers.....
Steam Heated Steam Generators.....	Steam Generator Safety Valves Adjusted to.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules?.....	Forced Circulating Pumps.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....	Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main.....	Auxiliary (over 3 in. bore).....
Were Copper Pipes annealed?.....	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

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)

**REPAIRS-** At this time the lower half of the stem bush was re-wooded.

**M.B.:-** The Owners' Representative states that the future of this vessel is still uncertain. At present it is anticipated that she will remain in this port as a moored training vessel.

Nothing has now been done towards the Modified Machinery Survey, but it is stated that prior to the vessel putting to sea the Modified Survey will be dealt with.

The opportunity was taken at this time to generally examine the engine room, which was found to be clean and well maintained. It is stated that all machinery items are run for a short period once a week.

Survey fees ... 60.00

Damage fee ... 16.00

Expenses... 16.00

Date when A/c rendered Ha 8368 8-1-59

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