

MAR 1960

9224

Rpt. 9

Date of writing report 17.2.60 Received London Port H.A.M.B.U.R.G No. 9224
Survey held at Hamburg No. of visits 2 First date 9.2.60 Last date 10.2.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 18204 Name S.S. "KORENICA" Gross tons 5267 Date of build 10-1919
Owners Atlantska Plovidba Managers - Port of Registry Dubrovnik
Engines made 1919 By D.&W. Henderson & Co. Ltd. Type T.3.Cy.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 180.1b
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock both
Nature of Survey Dkg
Was Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Table with 2 columns: Hull and Machinery. Hull entries: # 100 A 1, Dkg 3/59, SS(Dr.) 5/46 9/55. Machinery entries: # LMC 9/55, MBS 12/58, TSCL 3/59, sps 9/55.

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 good Wear Down of Stern Bushes 6.0 mm Oil Glands none Sea Connections -
Fastenings good Has Screwshaft Tubeshaft been drawn? no 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
SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
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 Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, where now seen, is in efficient condition and eligible in my opinion to remain as now classed without fresh record of Survey.

Date of Committee THURSDAY - 7 APR 1960
Decision Deferred for ES & MBS

Noted for Header

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Engineer Surveyor to Lloyd's Register of Shipping
Foundation

003290-003297-0091

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

ABR
CS
DBS
ES
MBS
MES
OF

cate is issued
the Committee
that neither the
any report or
of judgment

(M) 82, E, m02

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 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			l 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)

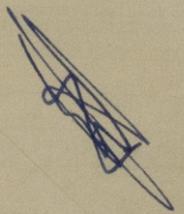
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

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)

Note:- Vessel placed in dry dock. On one blade of the 4 bladed cast iron propeller was found a part broken off in way of tip, about 150 mm long. The Captain stated the ship will proceed to Japan direct, where she will be scrapped. In our opinion the propeller is in a satisfactory condition for this voyage to Japan.

It was stated by the Captain that the main boiler survey has been carried out at Rijeka in January, 1960.

LEAVE THIS SPACE BLANK



Survey fees ... see Rpt. 8

Damage fee ...

Expenses... 1.7.0

Date when A/c rendered



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