

Rpt. 9

Date of writing report 25th April, 1961
Survey held at Copenhagen

Received London
No. of visits 2

Port Copenhagen
First date 14-4-61
No. 18926
Last date 17-4-61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 74377 Name M/V. "ODENSE" Gross tons 556 Date of build 10-1924
Owners Det Forenede Dampskibs-Selskab A/S Managers - Port of Registry Randers
Engines made 1924 By Holeby Diesel Motorfabrik Type Oil eng. 4 SA 6 Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 1 W.P. 50 lb
Surveyed Afloat or in Dry Dock afloat
Nature of Survey CS
Was Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Hull	Machinery
+100 A1	+LMC
SS 3/60	CS 3/60
D.kg. 3/60	d. 3/60
	TS OG 5/58

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 (Reciprocating I.C.) ROBT STARBOARD
1 Cyls., Covers, Pistons & Rods No. 1, 3 & 4 good
2 Valves & Gears No. 1, 3 & 4 good
3 Connecting Rods, Top Ends & Gudgeons Side No. 1, 3 & 4 good
Centre
4 Crankpins & Bearings Side
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
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 & MANŒUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?

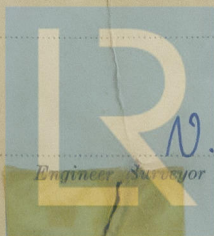
OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel as far as now seen is in good condition and eligible in my opinion to remain as now classed with record of CS with date on completion of survey.

Date of Committee
Decision

TUESDAY 16 MAY 1961

As was



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Foundation

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various electrical components like Switchboards, Circuit Breakers, and Navigation Light Indicators.

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)

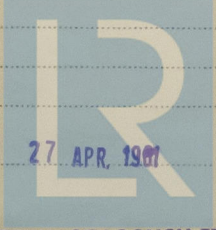
Note: As stated in our letter of the 24th March the ship is laid up at this port now and the donkey boiler and tailshaft will be dealt with before the ship is recommissioned.

C.S. Advanced.
It is submitted that this
remains liable to remain
as CLASSED.

1727
13/5/61

LEAVE THIS SPACE BLANK

Survey fees 175.-
Damage fee
Expenses...
Date when A/c rendered 27 APR. 1961



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26/4.1961