

Rpt. 9

Date of writing report 24th March, 1958

Survey held at Hamburg

Received London

No. of visits 2

Port

Hamburg

No.

6399

First date 18.3.58

Last date 21.3.58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 33862 Name M.V. WINNETOU

Gross tons 6554

Date of build 8/1930

Owners HANSA TANK-REED: GmbH.

Managers Atlantic-Red. F.&W. Joch

Port of Registry Hamburg

Engines made 8/1930 By Wallsend Slpwy Co. Ltd.

Type Oil Engine 2SA 6 CY.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of ~~XX~~/Donkey Boilers 2 W.P. 120 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)

33229 ANT

Hull
* 100 A 1
SS/Ham(Dr)1/55
Dkg. 11/57
carrying petroleum in bulk

Machinery
* LMC CS 1/55
BS d 9/57
CL 8/57

WRECK
SECTION
No.

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 No 3 - good +

2 Valves & Gears No 3 - good

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

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

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this ship as now seen is in efficient condition and eligible in my opinion to remain as now classed with fresh record of CS (with date) on completion of the survey, subject to ME No 3 cylinder jacket metalwork repairs being re-examined by end of 9.58 (6 mos limit)

Date of Committee

Decision

As now, subject

20m.6.55. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

2020
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register
Foundation

004116-004124-0060

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).....

		ELECTRICAL EQUIPMENT	
PROPULSION	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)

Machinery Repairs (Damage)

Not done on account of damage to the ME No3 cylinder jacket, stated to have been caused due to heavy weather on voyage from Caripito to Antwerp between the 11/12/57 + 14/12/57.

Foenna: - ME No3 cylinder jacket fractured 150mm at starb side in way of forward test.

This fracture has now been repaired by means of metalock and foenna satisfactory.

Note It is recommended the following item to be entered in the SR:-

"Metalock repairs to ME No3 cylinder jacket to be re-examined by end of 9.58 (6mos limit)

C. K.

LEAVE THIS SPACE BLANK

Ham. Survey fees..... DM 60-
Ham. Repairs DM 60-
MB. br

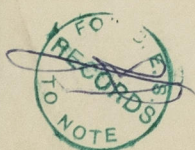
Damage fee.....
Expenses..... DM 30-

Date when A/c rendered.....

la 7002

26-3-58

MN 480



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