

DISCLOSED

SECTION

No. 960

Rpt. 9

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No. 960

13. AUG. 1962

Date of writing report 4/8/62

Received London

Port SANTOS (Brazil)

No. 3320

Survey held at SANTOS

No. of visits 4

First date 24/7/62

Last date 3/8/62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 40641 Name M.V. "JOSEF CONRAD"

Gross tons 5752 Date of build 11/1961

Owners Polish Government

Managers Polish Ocean Lines

Port of Registry Gdynia

Engines made Rka.

By

Brodogradiliste III Maj.

Type 2 SA - 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 Aux./Donkey Boilers 2 W.P. 100

Surveyed Afloat or in Dry Dock afloat

Nature of Survey damage, repair & C.S.

Was Damage Report issued? Yes. Int. Cert.? Yes.

Last Report (For Head Office only)

8664 R10

Hull

Machinery

+100 A1

+LMC

DS 9/61

ABS 11/61

ES 11/61

TS(CL) 11/61

SPS 11/61

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.)

ROBEY

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears Exhaust only - All units (6) : Good (+)

3 Connecting Rods, Top Ends & Guides

Side

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 & 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 good condition and eligible in my opinion to remain as now classed in the Register Book with fresh record of C.S. (with date), when the survey has been completed to Rule Requirements. Subject to all other conditions, at present attached to the ship's class by the Society's Surveyors, being dealt with as previously recommended.

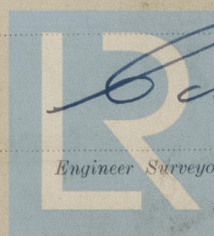
Date of Committee

MONDAY 27 AUG 1962

Decision

As now

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)



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(C.A. Davies)

Engineer Surveyor to Lloyd's Register of Shipping

Foundation

01823-011825-0014 1/2

If certificate is required state where to be sent

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			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
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)

+DAMAGE : Stated to have happened at sea on the 7th. July 1962, while on a normal voyage between Antwerp and Rio de Janeiro, when the coupling bolt between No 1 and 2 Unit exhaust valve shaft couplings fell out and fouled the No 2 unit fwd. coupling arm.

Upon examination found : (further to Rio de Janeiro Rpt. 9 and 10)

No 1 Exhaust Valve : Assemblage to open up for checking

Fwd. and after labyrinth packing.

No 2 Exhaust Valve : Assemblage for checking.

Exhaust valve and shaft bent.

Couplings distorted.

Coupling connecting link distorted.

Fwd. thrust bearing.

After bearing.

Bearing pressure rings distorted.

Fwd. and after labyrinth distorted.

Fwd. and after sealing rings.

Coupling bolts and bushes.

(Cont.)

Survey fees Damage Rpt. (No 1) Cr\$ 14.250,00
" " (No 2) Cr\$ 14.250,00

Damage fee Repairs Cr\$ 28.500,00

Expenses .. Cr\$ 1.200,00

Date when A/c rendered 8/8/62

Rpt. 9a

Port of SANTOS (Brazil)

Continuation of Report No. 3320 dated 4/8/62

"JOSEF CONRAD"
on the

No 3 Exhaust Valve :

Assemblage for checking.

Exhaust valve and shaft bent.

Couplings distorted.

Coupling connecting link distorted.

Fwd. thrust bearing.

After bearing.

Bearing pressure rings distorted.

Fwd. and after labyrinth distorted.

Fwd. and after sealing rings.

Coupling bolts and bushes.

No 4 Exhaust valve :

Assemblage for checking.

Exhaust valve and shaft bent.

Couplings distorted.

Coupling connecting link distorted.

Fwd. thrust bearing torn.

After bearing in order.

Bearing pressure rings seized.

Fwd. and after labyrinth distorted.

Sealing rings torn.

Coupling bolts and bushes.

No 5 Exhaust Valve :

Assemblage for checking.

Exhaust valve and shaft bent.

Couplings distorted.

Coupling connecting link distorted.

Fwd. thrust bearing torn.

After bearing in order.

Bearing pressure rings seized.

Fwd. and after labyrinth distorted.

Sealing rings torn.

Coupling bolts and bushes.

No 6 Exhaust Valve :

Assemblage for checking.

Exhaust valve and shaft bent.

Couplings distorted.

Coupling connecting link distorted.

Fwd. thrust bearing torn.

After bearing in order.

Bearing pressure rings seized.

Fwd. and after labyrinth distorted.

Sealing rings torn.

Coupling bolts and bushes.

Servo-motor shaft bent.

At this time, permanent repairs were carried out by the replacing of all damaged items by Makers renewals, which had been flown out from Europe.

It is submitted that this repair be considered as a permanent repair.