

Rpt. 9

Date of writing report 28-4-1959

Received London

Port of Amsterdam

No.

Survey held at Amsterdam

No. of visits

one

First date

and

Last date

28-4-1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 79811 Name M.V. "SLIEDRECHT" bedrijf Gross tons 10560 Date of build 12-1950
Owners N.V. Phs. van Ommeren's Scheepvaart- Managers Port of Registry Rotterdam.
Engines made By Karlstads M/V Type oil engine 2 SA 9 Cy

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of ~~XXX~~/Donkey Boilers 2 W.P. 170 lb
Surveyed Afloat or in Dry Dock in drydock
Nature of Survey Docking
Was Damage Report issued? - Int. Cert.? no
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
* 100 A 1	* LMC
Rot SS 12/55	eng. CS 12/55
carrying petroleum	boil. d 8/57
in bulk	TSCL 6/58
d 6/58	Sps 12/55

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 PropellerX good Wear Down of Stern Bushes 2 mm Oil Glands - Sea Connections -
Fastenings good Has Screwshaft ~~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 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 being in a good condition, I am of opinion that same is eligible to be continued as classed.

Date of Committee

THURSDAY 18 JUN 1959

Decision

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping
H.P. Abel.

013268-013277-0209

