

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

FEB 1965

Ship's Name **SS/M/S "HANSEATIC"** Port of Registry **Hamburg**

Gross tons _____ Rpt. No. **14290**

Date of build _____ Is there a rpt. 8? **yes**

No. of visits _____ First date _____ Last date _____

Interim Cert. issued & copy herewith? **yes** Damage rpt. issued & copy herewith? _____ Last rpt. (H.Q. only) _____

Date of completing rpt. **4.1.65** Surveyed at, if different from Port above _____

Is a rpt. 9A attached? **yes** MN Nature of survey **MBS, DBS, TSCL, SPS**

Survey fees _____ Damage fee _____ Expenses _____

S.A. fee _____

DOCKING

Propellers **both-good** Sea connections _____ Oil gland **none**

Fastenings **outside-good** Wear down of stern bush (if relined, state clearance before and after) **before: Pt. 7,8 mm Stbd. 8,6 mm**

Has screw/shaft been drawn? **yes-both** Date of examn. **after: 2,0 mm 2,0 mm 2/3 -12-64**

Has shaft been changed? **Stbd.:no Pt.:yes** Has shaft now fitted been previously used? **no**

Has shaft now examined/fitted a continuous liner? **yes** Approved oil gland? **-**

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

XXXXXXXX DONKEY XXXXXXXX (State if oil fired—OF or exhaust gas—EG)	MAIN	Pt. and stbd. fwd. - 9-12-64-good
OF 9-12-64 -good		Pt. and stbd. centre-10-12-64-good
Pt.+Stbd.		Pt. and stbd. aft -14-12-64-good
Air heaters	good	all good
Superheaters	-	all good
Safety valves	good	all good
Mountings, doors and fastenings	good	all good
Safety valves adjusted to	Sat 14 kg/cm ² both	all 29.5 kg/cm ²
	Sat	all 30.3 kg/cm ²
Boiler securing arrangements	good	all good
Main economisers	-	Exhaust gas heated economisers and their safety valves -
Steam heated steam generators	-	Steam generator safety valves adjusted to -
Forced circulating pumps	-	Funnel: good
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	-	Were oil burning system & remote controls examined in accordance with rules? yes-good

I recommend that the machinery of this ship remain as classed with/without fresh record of

For E. Assen and self

E. Assen

Surveyor to Lloyd's Register of Shipping

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

WEDNESDAY 24 FEB 1965 (E. Grell)

Minute

See Rpt 9A.

ALSO FOR

SPL FOR

NOTED BY CESR mg SRL

POSTING

HEADER

CERT



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At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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 taken referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

MAIN mild steel, selected pipes hydr. tested-good
AUXILIARY mild steel, selected pipes hydr. tested-good
 (over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested? -

Were selected copper pipes annealed? -

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		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 & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

At request of the Owners the superheater headers of the P+S aft (No.3) main boilers were now removed. New superheater headers and coils were satisfactorily installed in accordance with the approved plans No.11/947 D5 and M 333/3862 D4 approved on the 20.10.1964. On completion of installation both superheater systems P+S were subjected to a hydraulic pressure test of 49 kg/cm² and found sound and tight under this pressure.

The superheater and their coils were made at approved steel works and tested by Surveyors to this Society.

Condition of Class: No.228 SRL

Item: Pt.-tailshaft to be examined by 12/64.

Now Done: A new tailshaft and a new propeller have been fitted on Pt. side. Tailshaft bears the marks: LLOYD'S HNO GS 575 28.8.63 HAM 27.9.63 WOD.

Propeller bears the marks: LLOYD'S HAM No.2416 29.9.63 WFC GD²: 11980 kgm².

It is recommended that this item may now be deleted from the SRL.

Please note:-

At request of the Owners the used P-tailshaft and propeller are now for spare.

Tailshaft is marked: Examined HAM 1739 17.12.64 EG

Propeller is marked: LLOYD'S OPS BOT 20.1.44

This removed P-tailshaft, which has previous defects in way of top end of the cone has been examined by means of magnafluxed test and small hair cracks were found. These cracks have been ground out and found good (appr. 4 mm deep). It is, therefore, to recommend that the following item should be entered in the SRL Appendix:

Spare tailshaft has to be re-examined in way of top end of cone after 1 year's service when fitted.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

