

Rpt. 9

Date of writing report 12-8-60

Received London

Port Copenhagen

No. 18458

Survey held at Copenhagen

No. of visits 1

First date and Last date 10-8-60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 02477 Name M.V. "ASELLA" Gross tons 5582 Date of build 3-1222
Owners Dr. Emil Hemmersam Managers - Port of Registry Lübeck
Engines made 1922 By A/B Götaverken Type Oil eng. 4 SA 6 Cyl. B&W
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Donkey Boilers 1 W.P. 100 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)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 A 1	+ LMC
SS 6/57	CS 7/57
Dkg 5/59	d 9/58
	TS p+s 5/59

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

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides
- Crankpins & Bearings
- Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices
- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers
- SCAVENGE BLOWERS
- SUPERCHARGERS
- MAIN TURBINES
- Casings, Rotors, Blading, Bearings & Thrusts
- EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- STEAM COMPRESSORS
- CLUTCHES & HYDRAULIC COUPLINGS
- REDUCTION GEARING
- THRUST BLOCKS, SHAFTS & BEARINGS
- INTERMEDIATE SHAFTS & BEARINGS
- HOLDING DOWN BOLTS & CHOCKS
- CONDENSERS (MAIN & AUX.)
- STEAM RE-HEATERS
- DE-SUPERHEATERS
- STOP & MANOEUVRING VALVES
- MAIN ENGINE DRIVEN PUMPS
- CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery, 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 when the survey has been completed.

TUESDAY - 6 SEP 1960

Date of Committee

Decision

Noted for Header

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

002490-002497-0100

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) Port aft. aux.engine:- good

Table with 4 columns: PROPULSION, PORT, STARBOARD, 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 auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, etc.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to
Boiler Securing Arrangements
Main Economisers
Steam Heated Steam Generators
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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)

Handwritten notes: 'The class is subject to the external gas economiser not being well maintained', 'C.S. Advanced. It is submitted that this vessel is eligible to remain as CLASSED. subject as above 2/9/60', and 'LEAVE THIS SPACE BLANK'.

Survey fee ... kr. 100.-
Damage fee ...
Expenses ... kr. 10.-
Date when A/c rendered 12 AUG. 1960
ENTERED IN COPENHAGEN ROUGH FEE BOOK ON THE 17 AUG. 1960