

Rpt. 9

Date of writing report 26th Nov., 1960

Received London

Port Kiel

No. 2756

Survey held at Kiel

No. of visits three

First date 18th Nov., 1960

Last date 19th Nov., 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 61176 S.S. "FOGDÖ"

Gross tons 1853

Date of build 5-1925

Owners Rederi A/B Rex

Managers Ragnar Källström

Port of Registry Stockholm

Engines made 5-1925 By A/B Lindholmen-Motala

Type T 3 Cy. 21" 33" & 55" x 36"

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. 185 lb.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock afloat

Nature of Survey Repairs

Was Damage Report issued? - Int. Cert.? yes

Last Report (For Head Office only)

Hull

+ 100 A 1

SS (Dr.) 5/49

SS 3/57

DS 3/60

Machinery

+ LMC 3/57

MBS 2/60

TS (OG) 4/58

SE 3/57

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

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? no

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, where now seen, is in efficient condition and eligible, in our opinion, to remain as now classed without fresh record of survey.

Date of Committee

THURSDAY 22 DEC 1960

Decision

As now

40m, 3.58 T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyors to Lloyd's Register of Shipping

© 2021

H.F. Gittmann

Lloyd's Register

002682-002689-0062

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)

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 Auxiliary Equipment items like Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, etc.

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)

WEAR AND TEAR REPAIRS:- Attend on board at request of the Owners' Agent for examining the steering arrangement. The Master of the ship stated that the steering gear had jammed on several occasions for no apparent reason. Examined control rods with bevel gears from bridge to steering gear, steam control gear at steering gear and steering chain equipment to quadrant. Found control rods slack in bearing bushes, bevel gears partly slack and out of alignment. Port fwd. steering chain guide roller sticking on shaft and starboard aft spring buffer running off the guide during operating the gear. NOW DONE:- All bearings of steering gear control rods rebushed, slack bevel wheels resecured and all rods with gears re-aligned, master valve of steering gear adjusted. Port fwd. guide roller seized, now guide roller renewed of welded construction. Starbd. aft spring buffer guide increased in length. All steering gear examined under all working conditions during 3 hours of sea trials and found satisfactory.

LEAVE THIS SPACE BLANK

Survey fees Rep. £ 24.0.0
Damage fee
Expenses... 1.10.0
Late Fee 19.11.60 5. 5.0
Date when A/c rendered

