

Rpt. 9

Date of writing report 24th Feb. 1960.

Received London

Port of Antwerp.

17 MAR 1960 No. 35351

Survey held at Ghent.

No. of visits 2.

First date 1-2-60.

Last date 8-2-60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 17093 S.S. Name M.V. "KLAUS OLDENDORFF" Gross tons 3651 Date of build 1920-9

Owners Egon Oldendorff Managers - Port of Registry Lübeck.

Engines made 1920 By De Schelde N.V. Type T 3Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 3B w.p. 180lb. Spt.

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

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey Compl. of Gen. Exam. & SPS.

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

Last Report (For Head Office only)

	Hull	Machinery
*100A1		*IMC
(Dr)	7/46.	MBS.
Dkg.	5/59.	OG.
		1/56.
		5/59.
		6/57N.

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 & MANGUEVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel as now seen is in good and efficient condition and eligible in my opinion to remain as now classed and to have fresh record of SPS. 2.60.

Date of Committee TUESDAY 22 MAR 1960

Decision Deferred for ES

50m,6,56. T. (MADE AND PRINTED IN ENGLAND.) SPS 260

Noted for Header

2020 M. Joos. Engineer Surveyor to Lloyd's Register of Shipping Lloyd's Register Foundation

002916-002922-0182

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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 Good.

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)

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
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 None.

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 Steel - Good. Auxiliary (over 3 in. bore) None.

Were Copper Pipes annealed? None. Have Saturated Pipes in cylindrical boiler smoke boxes been tested? No.

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)

It was stated that a general examination of machinery for postponement of S.S. was carried out at Bremen 1,60. It was noted from a Bremen letter, dated 26th January 1960, that to complete the General Examination, a pumping trial of the cargo holds be carried out. Now done:- A pumping trial of all bilge lines carried out and found satisfactory.

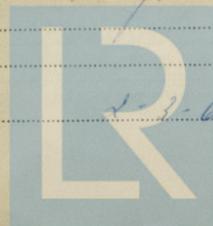
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Survey fees ... General Exam of 2,000

Damage fee ...

Expenses... 565

Date when A/c rendered... 1-11-60



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