

Rpt. 9

Date of writing report 26.6.62

Received London

Port

No.

Survey held at Frihavn. Copenhagen

No. of visits 2

First date 19.6.1962 Last date 22.6.1962

19729

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 30414 Name M.V. "SELANDIA" Gross tons 8954 Date of build 10. 1938
Owners A/S Det Østasiatiske Kompagni Managers Port of Registry Copenhagen
Engines made 1938 By A/S Burmeister & Wain Type 2 DA
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux/Donkey Boilers 1 W.P. 114
Surveyed Afloat or in Dry Dock
Nature of Survey
Was Damage Report issued? - Int. Cert.? yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 S.1 with F'board	+ LMC
SS 1-58	CS 1-62
Dkg 1-62	d 4-62
	CL 4-61

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 No. 3 good
2 Valves & Gears No. 3 good
3 Connecting Rods, Top Ends & Guides Side No. 4 good
Centre
4 Crankpins & Bearings Side No. 3 good
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 of this vessel as far as now seen is in my opinion eligible to remain as now classed with fresh record of CS with date when the survey has been completed.

Date of Committee

Decision

WEDNESDAY - 4 JUL 1962



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Engineer Surveyor to Lloyd's Register of Shipping

Foundation

003181-003190-2160

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Starb. salt water cooling pump - good

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 M.E. good 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) Starb. daily service tank - good

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) The prime mover of the port forward generator set - good

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
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

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)

C.S. Advanced.
It is submitted that this
vessel is eligible to remain
as CLASSED.

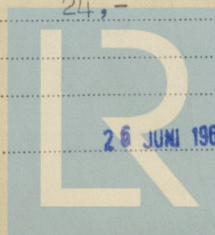
LEAVE THIS SPACE BLANK

CS Survey fees kr. 400,-

Damage fee ...

Expenses... kr. 24,-

Date when A/c rendered



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