

Rpt. 9

Date of writing report 21/4/62
Survey held at Baghol

Received London
No. of visits 3

Port Baghol No. 2706
First date 17/4/62 Last date 21/4/62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 30414 Name M.V. "Pelandria" S.B. Gross tons 8454 Date of build 10-1938
Owners A/S Det. Ostaristiske Kompagnier Managers ditto Port of Registry Copenhagen
Engines made epu By Buxton & Wain Type 10.1510.20A.5ap. 620 x 1410mm

Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws
No. of Main Boilers W.P.
No. of Aux./Donkey Boilers W.P. 14 1/2"
Surveyed Afloat or in Dry Dock afloat
Nature of Survey CS DPS
Was Damage Report issued? Int. Cert.?
Last Report (For Head Office only)

Hull	Machinery
*100 RI with free leads	SS 158 *LMC

2699 Bgk

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	1701	good	
2 Valves & Gears	1701	good	
3 Connecting Rods, Top Ends & Guides	Side		
	Centre		
4 Crankpins & Bearings	Side		
	Centre		
5 Journals & Bearings	1705 225	good	

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

SCAVENGE BLOWERS
16
SUPERCHARGERS
17
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

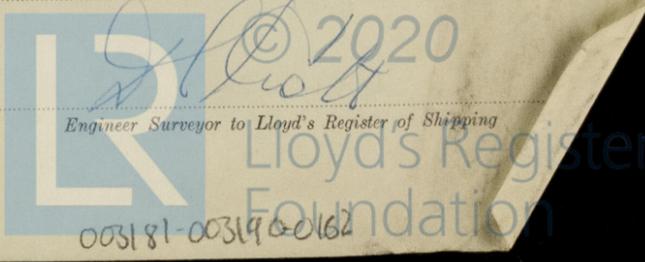
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS.

I recommend that the above parts to be returned as damaged with notation of date 4/62
Oil Feed Pump Bulb also returned as damaged with notation of DRS 4/62

Date of Committee WEDNESDAY - 9 MAY 1962
Decision See Book 2699

Noted for Header



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

LLOYD'S REGISTER OF SHIPPING
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.

