

Rpt. 9

Date of writing report 19-4-1961

Received London

Port of ROTTERDAM

No. 51389

Survey held at Rotterdam

No. of visits 7

First date 2-3-61

Last date 15-3-61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 81310 Name S.S. "STAD SCHIEDAM" Gross tons 6140 Date of build 1-1943
Owners Halcyon Lijn N.V. Managers Port of Registry Rotterdam
Engines made 1943 By J. Readhead & Sons Ltd Type T. 3 cylinder M.N. (508)
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 SB (spt) W.P. 220 lb.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock both
Nature of Survey T.S. M.B.S.
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 A1 with fbd.		+ L.M.C.	
S.S.	1-59	E.S.	11-57
D.S.	2-60	M.B.S.	2-60
		T.S. (CL)	11-57
		S.P.S.	11-57
		OF	7-48

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 good Wear Down of Stern Bushes a fit ONCE DONE Sea Connections good
Fastenings good Has Screwshaft Tube been drawn? YES Date of Examination 7-3-61 Has Shaft been changed? YES
Has Shaft now fitted been previously used? NO Has Shaft now examined/fitted a continuous liner? YES Approved oil gland? NO

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side
4 Crankpins & Bearings Side
5 Journals & Bearings Centre

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 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 now seen is in good condition and eligible in my opinion to remain as classed with fresh record of T.S. N. (CL) 3-61 and M.B.S. 3-61 subject to the centre boiler not being used until the safety valves have been adjusted under steam.

THURSDAY 1 JUN 1961

Date of Committee

Decision

MBS 3.61, subject

T.S. (N) 3.61

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).....
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		ELECTRICAL EQUIPMENT	
PROPULSION		PORT	STARBOARD
a Generators			
b Exciters			
c Air Coolers			
d Motors			
e Air Coolers			
f Control Gear, Cables, etc.			
g Insulation Resistance			
h Insulating Oil Test			
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			
		AUXILIARY EQUIPMENT	
		l Generators & Governors	
		m Motors	
		n Switchboards & Fittings	
		o Circuit Breakers	
		p Cables	
		q Insulation Resistance	
		r Steering Gear Generators and Motors	
		s Navigation Light Indicators	

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Port and centre 2-3-61 good
Starboard 8-3-61 good
Superheaters P + S boilers good
Safety Valves good
Mountings, Doors & Fastenings good
Safety Valves Adjusted to { Sat. P + S boilers 220 per sq. in.
Spt. P + S boilers 220 per sq. in.
Boiler Securing Arrangements good
Main Condensers Exhaust Gas Heated Condensers
Steam Heated Steam Generator Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes, good Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? yes, good Funnel good

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)
Worn L.P. slide valve rod renewed, marked: LLOYD'S ROT. 1288 H.D./H.S. 13-3-61 certificate attached.
Fine cracks were found at forward end of the screwshaft cone, which have been removed by grinding at top of keyway and machining the top of cone between keyway and liner 1,6 mm. down by which the top of cone dia. is reduced by approx. 4,5 mm. After end of liner machined. Shaft examined by magnaflux and found cracks disappeared.
Marks not legible. This shaft has been placed on board to be used in case of emergency.
It is submitted that an entry to this effect be made in the S.R.L. appendix.
New spare screwshaft found marked: LLOYD'S ROT. 779 P.F.W. 13-6-52, now satisfactorily fitted, sternbush rewooded.
Circular 2144 and 2159: The centre boiler is connected to the main steam piping and should be considered as a main boiler. This boiler is not provided with a superheater.
The centre boiler is not used and the safety valves have not been adjusted.

LEAVE THIS SPACE BLANK

Survey fees ... M.B.S. Fl. 280.--
T.S. Fl. 70.--

Damage fee ...

Expenses... 1375

Date when A/c rendered... 20 APR 1961

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