

27. Oct. 1961

Rpt. 9

Date of writing report 19.10.61 Received London Port H A M B U R G No. 10958
Survey held at Hamburg No. of visits 4 First date 11.10.61 Last date 16.10.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 20739 Name S.S. "MAI RICKMERS"
Owners Rickmers-Linie mbH. Gross tons 4738 Date of build 12-1935
Engines made 1935 By Cen. Mar. Eng. Wks. Managers ./. Port of Registry Hamburg
No. of Main Engines 1 No. of Screws 1 Type T3 Cy.
No. of Main Boilers 3SB W.P. 225 lbs
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock both
Nature of Survey DS, MBS, SR-List
Was Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Hull		Machinery	
* 100 A1	SS 5/60(DR) 11/55	* LMC	5/60
with freeboard		MBS	5/60
DS 11/60		TS CL	9/58
		SPS	4/59

yes now

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 4.2 mm Oil Glands none Sea Connections ./.
Fastenings good Has Screwshaft Tubeshaft been drawn? no 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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, where now seen, is in efficient condition and eligible in my opinion to remain as now classed with fresh record of MBS 8.61 as previously recommended, but without Special Condition regarding repairs to starboard main boiler smoke and stay tubes and combustion chamber back stays being effected at a continental port.

WEDNESDAY 22 NOV 1961

Date of Committee Decision as now without spl. can. MBS. 8.61 for Header

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)

PROPULSION	PORT	ELECTRICAL EQUIPMENT	
		STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Centre boiler 11.10.61, good

Port boiler 13.10.61, good

Superheaters all 3 good

Safety Valves all 3, good

Mountings, Doors & Fastenings all 3, good

Safety Valves Adjusted to (Sat.all 3 225 lbs
Spt.all 3 225 lbs)

Boiler Securing Arrangements all 3, good

Main Economisers none

Exhaust Gas Heated Economisers

Steam Heated Steam Generators none

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? YES, good Forced Circulating Pumps none

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? YES, good (all 3) 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)

Tailshaft Survey:- Postponed as per Secretary's letter dated 11.10.61.

SR-List:- (Singapore Cert. 23.8.61)

Repairs to starboard main boiler smoke and stay tubes and combustion chamber back stays being effected at a continental port.

The starboard main boiler has been examined together with the German Government Boiler Surveyor and the parts recommended for renewal by our Singapore Surveyors found as follows:-

The two margin stay tubes had a too long thread on the combustion chamber end, and this thread is corroded away.

(See continuation sheet)

Survey fees MBS DM 240,-

Repairs and SRL DM 150,-

Damage fee

Expenses... DM 32,-

Date when A/c rendered NAM 2841 25-10-61

Rpt. 9a

Port of H A M B U R G

Continuation of Report No. 10958 dated 19.10.61

S.S. MAI RICKMERS

The combustion chamber back stays of the outboard combustion chamber show some wastage in way of the thread in the water space and only one stay showed wastage in the cylindrical part (about 10 % of the diameter missing).

All tubes have been cleaned from the fire side and no choked tubes left.

This boiler is in my opinion in a safe working order and it is recommended the above subject may now be deleted from the SR-List.

Note:- The German Government Boiler Surveyor has extended his boiler Certificate for a further two years.

[Signature]

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