

Rpt. 9

Date of writing report Received London Port **H A M B U R G** No. **3871**
Survey held at **H A M B U R G** No. of visits **5** First date **23rd April, 55** Last date **27th April, 1955**

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. **65493** Name **"Jupiter"** Gross tons **1463** Date of build **1928 11mo**
Owners **N.V. Koninklijke Nederlandsche Stoomboot Maats.** Managers **-** Port of Registry **Amsterdam**
Engines made **1928** By **N.V. Mch. & Scheepswerf van P. Smit, Jr., Rot.** Type **-**

No. of Main Engines **-** No. of Screws **1**
No. of Main Boilers **2 SB (Spt) w.P. 190 lb**
No. of Aux./Donkey Boilers **-** W.P. **-**
Surveyed Afloat or in Dry Dock **both**
Nature of Survey **Damage + Damage Rep**
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	* LMC 3.53
with freeboard	BS 4.54
9.54	T3 CL 4.53
SS Rot.-12.48 (Dr.)	
ss Rot.-4.53	

Fitted for oil fuel 7.50 F.P. above 150° F.

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 **close fit** Oil Glands **-** Sea Connections **-**
Fastenings **good** Has Screwshaft/Tubeshaft been drawn? **yes** Date of Examination **24-4-55** Has Shaft been changed? **yes**
Has Shaft now fitted been previously used? **yes** Has Shaft now examined/fitted a continuous liner? **yes** Approved oil gland? **-**

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

1 Cyls., Covers, Pistons & Rods } **externally, as far as practicable.**
2 Valves & Gears }
3 Connecting Rods, Top Ends & Guides } **all, good**
4 Crankpins & Bearings } **all, good**
5 Journals & Bearings } **all, 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

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) **-**

20 STEAM COMPRESSORS **-**

21 CLUTCHES & HYDRAULIC COUPLINGS **-**

22 REDUCTION GEARING **-**

23 THRUST BLOCKS, SHAFTS & BEARINGS **good**

24 INTERMEDIATE SHAFTS & BEARINGS **good**

25 HOLDING DOWN BOLTS & CHOCKS **good**

26 CONDENSERS (MAIN & AUX.) **-**

27 STEAM RE-HEATERS **-**

28 DE-SUPERHEATERS **-**

29 STOP & MANOEUVRING VALVES **good**

30 MAIN ENGINE DRIVEN PUMPS **good**

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES **-**

Have Main Engines been tested working and manoeuvring? **yes, good**

OPINION OF MACHINERY AND RECOMMENDATIONS
The Machinery of this vessel, where now seen, is in good and efficient condition and eligible in my opinion to remain as now classed with fresh record of T3 CL - 4.55.

Date of Committee **TUESDAY - 7 JUN 1955**

Decision **As now. S. 4.55.**

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping



003538-003845-0338

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.....
- 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	
PORT	STARBOARD	PORT	STARBOARD
a Generators.....		i 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)

Damage: On account of damage due to failure of screw shaft and consequently loss of propeller on 24th April, 1955 whilst on voyage from Rotterdam to Hamburg, cause stated unknown.

Found: Screw shaft broken off at big end of taper in way of liner (see attached photos)

Damage Repairs: The broken screw shaft replaced by the spare screw shaft which is marked: LLOYDS T.S.H. 382 T.S. 9-11-34/1-3-47JNB and the spare cast iron propeller fitted.

Note: 1) The parts as mentioned overleaf have been examined on account of racing of the main engine.

2) It was stated by the Owners Superintendent that the Boiler Survey will be carried out at Amsterdam to which Port the vessel is now proceeding.

LEAVE THIS SPACE BLANK

Survey fees —

Damage fee £ 351.-

Expenses... £ 2:10.-

Late fee £ 4:41.-

Sunday fee £ 5:51.-

Date when A/c rendered..... 14/7/55