

WRECK SECTION

MAR 1960

Rpt. 9

Date of writing report 27.2.60

Received London

Port EMDEN

No. 319

Survey held at emden

No. of visits 3

First date 15.2.60

Last date 20.2.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19910 Name S.S. "LOUIS LANTZ" M.V.

Gross tons 8293 Date of build 1931-4

Owners N.V. Scheepv. Maats "Mineral"

Managers Wm.H. Müller & Co.'s Transport

Port of Registry Rotterdam

Engines made Got By A/B Götaverken

Type 2 Oil Eng. 4SA each 7Cy 550x1000 mm B & W

No. of Main Engines 2 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux/Donkey Boilers 2 W.P. 150 lb

Surveyed Afloat or in Dry Dock afloat

Nature of Survey CS, Repairs

Was Damage Report issued? no Int. Cert.? yes

Last Report (For Head Office only)

Table with columns for Hull and Machinery. Hull: + 100 Al Ore carrier, Dr 10/56, DS 2/59. Machinery: + LMC, Engines CS 10/56, DBS 6/59, TSCL p 2/59, s 8/56, Sps 10/56.

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.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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. 5, good No. 7, good

2 Valves & Gears No. 5, good No. 7, good

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

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 so far as now surveyed is in efficient condition and eligible in my opinion to be continued as Classed in the Book, with fresh record of CS (with date) when the present survey cycle has been completed, subject to steering-engine cylinder to be specially examined by 11.60 (9 mos. limit), metallockrepair.

Date of Committee

Decision

TUESDAY - 5 APR 1960

AS now, subject

Noted for Header

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

Water

004055-004061-0084

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 **see under**..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD	PORT	STARBOARD
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					
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)

Machinery Repairs: Port M.E. No. 5 and Stb. M.E. No. 7 cylinder covers renewed, blocks tested hydraulically on completion, proved to be tight.

Damage to steering gear driving steam engine stated sustained when on voyage 27.1.60 to 14.2.60 from Monrovia to Emden, loaded.

Now done for damage: Examined opened up. The steering gear driving steam engine:

Repairs on account of damage: Stb. engine cylinder, cracked at bottom 5" in length repaired by Metalock, tested hydraulically on completion and proved to be tight. The crankshaft (lifted) including pins and bearings found in a bad shape, worn hammered pins and bearings scored and in this entirety has now been replaced by Owners spare sets and all was satisfactorily bedded, aligned, adjusted and assembled. On completion the Steering-machinery examined under working conditions and found in good working order. The metalock repairs to the stb. cylinder is considered to be efficient for meantime.

S.R.L. new item: An item may be inserted in the above list viz:-
Steering engine cylinder to be specially examined by 11.60 (9 mos. limit) metalockrepair. *gms.*

LEAVE THIS SPACE BLANK

Survey fees CS £ 5. 0.0. ✓

Damage fee £ 16. 0.0. ✓

Expenses £ 2.10.0. ✓

Date when A/c rendered.....

