



Both sea circulating pumps, both lub. oil pumps, general service pump, bilge pump, forward boiler feed water pump, aux. sea circulating pump, both oil fuel transfer pumps (diesel oil and heavy oil), both oil fuel pressure pumps, both ballast pumps in pump room, general service pump in forward pumping arrange

37 Essential Independent Pumps (Identify by position) both oil fuel transfer pumps (diesel oil and heavy oil), both oil fuel pressure pumps, both ballast pumps in pump room, general service pump in forward pumping arrange

38 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good

39 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes, all good.

35 ~~Fresh Water Coolers~~ 36 Lub. Oil Coolers good 37 Heaters (state service) Feed water heater (tested 380 both oil fuel heaters good.

38 Independent Air Compressors, Coolers & Safety Devices good (including driving engine)

39 Air Receivers & Safety devices—Main both good, all 4 injection air rec. Auxiliary good

40 Oil Fuel Tanks (Not forming part of hull structure) all good

41 Evaporators (disconnected) 42 Have Evaporator Safety Valves been tested under steam? ---

43 Steering Machinery good 44 Windlass good 45 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position) Steam generator engine, starboard diesel generator engine and port diesel generator engine over all parts examined and found good. Fan engine, good.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
/		Generators 129 kW	
		Exciters	
		Air Coolers	
		Motors	
		Air Coolers	
		Control Gear, Cables, etc.	
		Insulation Resistance	
		Insulating Oil Test	
		Overspeed Governors	
		Magnetic Couplings	
Air Gap		Generators & Governors <u>good</u>	
		Motors <u>good</u>	
		Switchboards & Fittings <u>good</u>	
		Circuit Breakers <u>good</u>	
		Cables <u>good</u>	
		Insulation Resistance <u>good</u>	
		<del>Steering Gear Generators and Motors</del> (steam)	
		Navigation Light Indicators <u>good</u>	

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

MAIN none AUXILIARY, DONKEY or PRESS both donkey boilers throughout 6.7.56

Superheaters -

Safety Valves - good

Mountings, Doors & Fastenings - good

Safety Valves Adjusted to Sat. - 150 lbs

Spt. -

Boiler Securing Arrangements - good

Main Economisers - Exhaust Gas Heated Economisers none

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? none Funnel efficient

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main none Auxiliary (over 3 in. bore) all seamless copper pipes, tested 300

Were Copper Pipes annealed? yes Have Saturated Pipes in cylindrical boiler smoke boxes been tested? none

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)

Repairs:-

Screwshafts and stern bushes:  
Both screwshaft liners found worn in way of bearings and gland.  
Port screwshaft replaced by spare:- Lloyd's No. 6711 JQ 8.12.47.  
Starboard screwshaft liner machined true.  
Both stern bushes rewooded.

Main engines:  
Starboard No. 6 cylinder liner replaced by spare.  
Port No. 5 main bearing remetalled (for alignment).  
Port No. 4 and starboard Nos. 2 and 6 crankbearings remetalled.

Starboard diesel generator engine:  
Crankshaft smoothed by grinding and all bearings remetalled.

Pumps: All pumps have been opened up and completely overhauled, valve gear rebushed as found necessary, valves and seatings re-conditioned and rings renewed as necessary.

LEAVE THIS SPACE BLANK

Survey fees ... C.S. £ 60.0.0.  
DBS £ 13.0.0.  
TS £ 10.0.0.  
Alterations & Repair £ 25.0.0.  
Damage fee £ 15.0.0.  
Expenses... £ 15.0.0.  
Late Attendance £ 4.4.0.

Date when A/c rendered

Rpt. 9a

Port of Hamburg

Continuation of Report No. 5752

dated 6.10.56

on the

M.V. "LOUIS LANTZ" ex "SKOTAAS"

Alterations:- The ship has been converted to an ore carrier (See attached approved plans) and fitted with double bottom- and side ballast tanks.

The two cargo oil pumps in the pump room have been completely overhauled and are now used as ballast pumps, 250 m<sup>3</sup>/h each, and can also be used as bilge pumps from the cargo chambers. The bilge system of the cargo chambers has also been connected to the main bilge line in engine room (125 mm dia.). The stripping pump in the pump room has been removed and placed in the engine room as boiler oil fuel transfer pump.

A new bilge line has been installed for draining the cargo chambers and pump room, with the following bilge suction:-

4 - 123 mm in No. 1 cargo hold (p. & s., centre and aft)

4 - 123 mm in No. 2 cargo hold (p. & S., centre and aft)

2 - 123 mm in pump room (p. & s.)

Electrical installation:

Repairs have been carried out to main- and distribution boards as found necessary.

All cables leading to the bridge house and the forecastle deck have been removed in way of the alterations and junction boxes have been fitted in the engine room and the bridge house and new cables of MK-Type and have been installed between the junction boxes and from bridge house to forecastle deck, all of same area as removed. In addition one distribution board for power has been installed in the bridge house and a MK-cable of 1 x 35 mm<sup>2</sup> connected to the main switch board with double pole linked switch and fuses.

The cables passing through the cargo holds are suitably clipped on cable trays, fitted with sheet steel covers and situated in a position where they cannot be damaged by grabs.

Trials: Main- and auxiliary machinery examined under working conditions on completion and found in good working order.

*A. Hatten*

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