

Rpt. 9

Date of writing report 26-6-57
Survey held at Gävle

Received London
No. of visits 3

Port of Stockholm
First date 9.5.1957. Last date 22.5.1957. No. 11113.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 68498 S.S. "LUNGÖ"
Owners Rederi AB Norrland Managers Axel F. Andersson Gross tons 1449 Date of build 6-1914
Engines made 1914 By N.E. Marine Eng. Co. Ltd., Sunderland. Type T 30y.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 180 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock On slipway
Nature of Survey TS(OG)
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
+100A1	+IMC 9.54
6.56	BS M 9.56
(Dr)7.50	TS(OG)6.56
ssSkm.-9.54	sps 9.54

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 Propeller 2.5 mm Oil Glands Good Sea Connections
Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 9.5.57. Has Shaft been changed? No
Has Shaft now fitted been previously used? Has Shaft now examined with a continuous liner? No Approved oil gland? Yes
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
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 an efficient condition and eligible, in my opinion, to remain as classed with fresh record of TS(OG) 5.57, subject to propeller being renewed before the end of November, 1957, (6 months' limit).

Date of Committee Decision TUESDAY 23 JUL 1957 As now, subject TS 5.57

Noted 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)

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
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			
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 Exhaust Gas Heated Economisers
Main Economisers Steam Generator Safety Valves Adjusted to
Steam Rated Steam Generators Forced Circulating Pumps
Were Oil burning System & Remote Controls examined working in accordance with Rules? Funnel
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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?

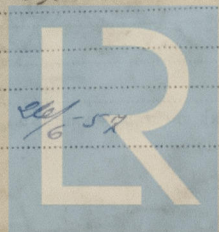
PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

1 four propeller blade tips broken off, the cause of which was not stated. It was stated by the Owners' Superintendent that a new propeller has been ordered and will be delivered within 5 months and it is recommended that the propeller be renewed before the end of November, 1957 (6 months limit).
The oil gland has now been renewed (badly scored).

LEAVE THIS SPACE BLANK

Survey fees ... Kr. 150:--
Damage fee ...
Expenses... ... Kr. 85:--

Date when A/c rendered



© 2020

Lloyd's Register Foundation