

Rpt. 9

2 FEB 1957

10163

Date of writing report 23/1.1957

Received London

Port Copenhagen

No.

Survey held at Copenhagen

No. of visits 5

First date 3rd Jan.

Last date 11th January

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 62343 Name <sup>S.S.</sup> M.V. "NORD" (ex "HAIFA") Gross tons 297 Date of build 1-1945  
 Owners Rederi A/B Castor Managers Arne E. Pettersson Port of Registry Uddevalla  
 Engines made 1945 By British Auxiliaries Ltd., Glasgow Type oil eng. 2SA 6 cyls.  
 No. of Main Engines 1 No. of Screws 1  
 No. of Main Boilers W.P.  
 No. of Aux./Donkey Boilers 1 W.P. 100 lbs  
 Surveyed Afloat or in Dry Dock slipway & pontoon  
 Nature of Survey CS - Damage (TS)  
 Was Damage Report issued? Int. Cert.?  
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+LMC -CS 3.53
carrying petroleum in bulk	DBS 7.56
DD 4.56	TS 3.56
SS Svb. 3.53	

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 1.0 mm Oil Glands good Sea Connections  
 Fastenings good Has Screwshaft/Tubeshaft been drawn? yes Date of Examination 8-1-56 Has Shaft been changed? no  
 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 X  
 1 Cyls., Covers, Pistons & Rods No. 1-2-4-6: good  
 2 Valves & Gears No. 1-2-4-6: good  
 3 Connecting Rods, Top Ends & Guides Side Centre  
 4 Crankpins & Bearings Side No. 1-2-4-6: good Centre  
 5 Journals & Bearings No. 3-7:

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  
 16 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? no

OPINION OF MACHINERY AND RECOMMENDATIONS Recommend the vessels machinery to remain as now classed with fresh record of Tailshaft seen 1-57 and +LMC -CS with new date on completion of survey, subject to main eng. crank pins and journals being specially examined and dealt with as necessary before end of May, 1957 (4 months limit).

Date of Committee

THURSDAY 7 FEB 1957

Decision

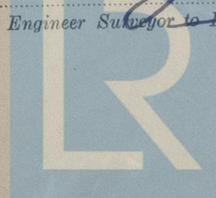
As now, subject (with indent)

30m, 5, 54. T.

51, 57

Noted for Head

*[Signature]*  
 Engineer Subjor to Lloyd's Register of Shipping



Lloyd's Register Foundation

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		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators.....			7 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

Cause not stated:- NOW DONE:- The vessel placed on slipway. the propeller shaft drawn out, and aft bearing skinned over in lathe. The badly damaged oil gland now replaced by an original "Cederwall" oil gland No.6. The propeller faired and dressed in shop and white metal in aft bearing renewed.

The propeller shaft, propeller, oil gland, fastenings of stern tube and white metal bearings examined and found good.

Conditions of Class

On examination minor surface corrossions were found on main eng. Nos.1-2-4-6 crank pins and Nos.3-7 journals. Recommend all the pins and journals to be examined before the end of May, 1957 (4 months limit):

In my opinion the above numbered pins and journals are in safe working condition for the limited period given.

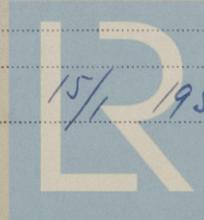
LEAVE THIS SPACE BLANK

Survey fees ... Kr. 175,-

Damage fee (TS.) - 80,-

Expenses... - 15,-

Date when A/c rendered



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