

Rpt. 9

Date of writing report 7-10-57

Survey held at Flushing

Received London

No. of visits one

Port of ROTTERDAM

First date and

Last date 30-9-1957

No. 44269

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 17125 Name S.S. "KORMORAN" Gross tons 1599 Date of build 8-1927

Owners Reederei & Transport G.m.b.H. Managers --- Port of Registry Hamburg

Engines made 1927 By Burmeister & Wain Type T. 3 cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 SB W.P. 285 Lbs.spt. (2740)

No. of Aux./Donkey Boilers --- W.P. ---

Surveyed Afloat or in Dry Dock afloat

Nature of Survey Engine Damage

Was Damage Report issued? --- Int. Cert.? yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS*	MBS* 4-54
Dock. 1-57	M.B.S. 2-57
SS SKM (dr) 4-54	TS CL 5-56
	sps 1-54

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 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

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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel may be continued as classed without fresh records.

Date of Committee

Decision As now



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 .....  
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)

Attended on board at captain's request on account of windlass damage.  
Port crosshead of windlass found broken, guide strip bent, piston rod bent and cylinder cover cracked.  
Now done for damage repairs: Crosshead, guide strip, piston rod and cylinder cover renewed. Windlass tried under working conditions and found satisfactory.

LEAVE THIS SPACE BLANK

Survey fees ...  
Damage fee ... Fl. 40.-  
Expenses... ... Fl. 15.-

Date when A/c rendered

15 OCT 1957

© 2020

Lloyd's Register  
Foundation

Repair

It is submitted that this vessel is eligible to remain as CLASSED.