

Rpt. 9

Date of writing report 24-1-62. Received London Port SINGAPORE. No. 15354
 Survey held at SINGAPORE. No. of visits 3. First date 16-1-62. Last date 20-1-62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 12441 Name M.V. "LAUT MAS ("GEORGIOS K") Gross tons 499 Date of build 12-1945.
 Owners CIA DE NAV. DE. JORGE K. Managers - Port of Registry PANAMA.
 Engines made 12-1945. By BRITISH POLAR ENG. LTD. Type Oil Eng. 2SA 4Cy. 250 x 420 mm.
 No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers - W.P. -
 No. of Aux./Donkey Boilers - W.P. -
 Surveyed Afloat or in Dry Dock on Slipway.
 Nature of Survey Docking and TS.
 Was Damage Report issued? No Int. Cert.? Yes
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Yes
Now

Hull		Machinery	
BS* with freeboard.		MBS*	
Dkg.	10/61	CS	8/58
SS.	9/58	TS(OG)	3/60N

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 Close Oil Glands Efficient. Sea Connections -
 Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 17-1-62 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 S.I.C.)~~ ~~PORT~~ STARBOARD

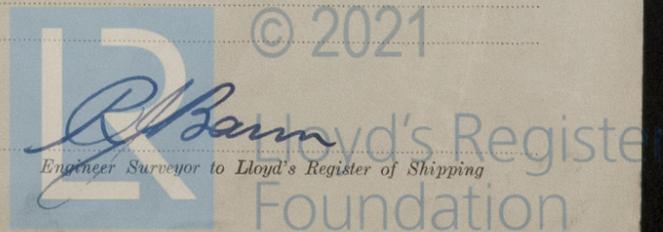
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side
Centre
- 4 Crankpins & Bearings { Side
Centre
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & 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 This vessel, so far as now examined is eligible in my opinion to remain as Classed with fresh record of T.S.(OG) 1/62 now.

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

If certificate is required state where to be sent

Date of Committee THURSDAY - 1 MAR 1962
 Decision T 3102



- 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.....			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)

Tailshaft now drawn and surveyed on account of a defective oil gland noted when the vessel drydocked.

The shaft was found to be generally pitted in way of the after C.I. bush and deeply grooved adjacent to the aft end of this bush.

NOW DONE

The shaft was removed ashore and grooving machined out. The final diameter (after machining) of the after bush being 6 1/4".

The aft C.I. bush now renewed and the oil gland tested after overhaul and re-assembly and found efficient.

Before this case is dealt with the Surveyor should be requested to state the minimum dia of the shaft after machining away the pitting and grooving in way of the after bush.



It is submitted that this vessel is eligible for THE RECORD S. 1.62 man.

JH
27.2.62.

LEAVE THIS SPACE BLANK

Survey fees 15. \$54 JB.

Damage fee

Expenses

Date when A/c rendered 25/1/62



©2021 Lloyd's Register Foundation