

19 FEB 1962

Rpt. 9

Date of writing report 12.2.62

Received London

Port Le Havre

No. 10381

Survey held at Le Havre

No. of visits 5

First date 5.2.62

Last date 10.2.62

15 FEB 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19589 Name M.V. "LENDAVA" Gross tons 8159 Date of build 12.1934

Owners Jugoslavinska Tankeska Plovidba Managers Port of Registry Zadar

Engines made 1934 By A/B Gotaverken Type oil engine 8 cyl.

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P. -

No. of Aux./Donkey Boilers 2 W.P. 1501b

Surveyed Afloat or in Dry Dock afloat

Nature of Survey engine repairs

Was Damage Report issued? Int. Cert.? yes

Last Report (For Head Office only) 53151 ROT

Hull		Machinery	
+ 100A1		+ LMC	
(DR) 5.55	SS 10.59	CS 10.59	
		A. 9.61	
DS 9.61		CL 10.59	
		sps 10.59	

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 & 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 seen, is eligible in my opinion to remain as now classed without fresh record of survey.

Date of Committee

Decision

WEDNESDAY - 7 MAR 1962

As per Subject (h) need for

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

Note Rev

Rev.



13/2

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

- 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			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
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)

It was stated that whilst on passage from Ventpils to Santiago de Cuba, water was noted leaking from safety valve on n° 8 cylinder. Unit out out & vessel put into Le Havre for repairs.

On examination of n° 8 cylinder cover, it was seen to be fractured in way of exhaust valve pocket, and in way of a previous welded repair. Recommended that spare cover be fitted and the corroded studs joining liner to cover be renewed.

Spare cover & liner fitted and 23 studs renewed.

N°4 fuel cam noted slack on shaft. Section of camshaft for n° 3 & 4 units uncoupled and cams removed. Keys worn and key for N° 3 cams broken. Both fuel cams slack.

Cam shaft built up by spraying on metal, in way of cams. New keys fitted. Assembled. Satisfactory trials carried out on completion of repairs.

LEAVE THIS SPACE BLANK

Survey fees NF 250,00  
 Spec. attend. 80,00  
 Damage fee ..  
 Expenses... NF 50,00  
 Date when Alc rendered 12.2.62