

DISCLOSED  
SECTION

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No. 779 A

24 NOV 1960

Rpt. 9 No. 779 A

Date of writing report 19.11.1960.

Received London

Port GIBRALTAR.

No. 4399.

Survey held at GIBRALTAR.

No. of visits 6.

First date 19.10.1960. Last date 28.10.1960.

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91111. Name S.S. "LUTZKENDORF" Gross tons 8615 Date of build 5.1946.  
Owners Deutsche Seereederei. Managers Port of Registry ROSTOCK.  
Engines made Mmo. By Kockums M/V A/B Type 2DA 7 Cy. Oil engine.  
No. of Main Engines One No. of Screws One  
No. of Main Boilers None W.P. -  
No. of Aux./Donkey Boilers Two W.P. 171 p.s.i.  
Surveyed Afloat or in Dry Dock Afloat.  
Nature of Survey Cracked M.E. Cylinder covers.  
Was Damage Report issued? No. Int. Cert.? Yes.  
Last Report (For Head Office only) 12781 skm

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 A1	LMC
Oil tanker.	ES.CS. 9.54 M 11.56.
SS. 9.54.	DBS. 7.58.
DS. 2.59.	TS.CL. 2.59N.
	Steam pipes 7.58.

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? Yes.

### OPINION OF MACHINERY AND RECOMMENDATIONS

It is recommended that in the case of this vessel that her Machinery Classification Record be continued in the book without a fresh record of survey, but with conditions previously attached.

Date of Committee THURSDAY 18 DEC 1960  
Decision Defined for group DBS

50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)

W.T. Cromby & T.F. Tisdale.  
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

010866-010873-0171 1/2



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..... 40 Auxiliary.....

39 Air Receivers & Safety devices—Main.....

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		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators		1 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)

AUXILIARY, DONKEY or PRESS	
MAIN	
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 Heated 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)

The vessel was on voyage from Rostock to Novrosick in ballast, and it is stated that during the passage, a water leak developed in the Main engine No.2 Cylinder liner. This unit was shut off and the vessel continued with the Main engine working on the other Cylinders until she arrived at Gibraltar on the 19th October, 1960, where it was arranged to carry out the necessary repairs.

For full particulars see vessel's log book and Note of Protest.

Upon examination, I found and recommended as follows:

FOUND.

Main engine - 7 Cylinder M.A.N. double acting 2 stroke oil engine.

REPAIRS RECOMMENDED AND EFFECTED.

No.2 Cylinder - liner found leaking from jacket cooling water space in way of the liner packing rings,

Top and bottom cylinder covers removed. Piston cleaned and removed. Piston rings renewed. Upper and lower sections of Cylinder

(continued overleaf)

Survey fees ... £24. 0. 0.

Damage fee ...

Expenses... ... £6. 0. 0.

Date when A/c rendered

Rpt. Cont<sup>n</sup>. Sheet 2.

Port of GIBRALTAR.

Continuation of Ship/Mchy. Report No. 4399.

dated 19.11.1960.

on the S.S./M.S.

M.V. "LUTZKENDORF"

FOUND.

which had insufficient compression. Liner in good condition.

REPAIRS RECOMMENDED AND EFFECTED.

liner withdrawn, water side and jacket space cleaned and coated with Apexior solution. Packing rings renewed and liners replaced and tested. Liner Lub. oil points checked.

No.1 Cylinder Top Cover.

Found to have fine annular fracture 14 inches long on fire side.

New Cylinder cover fitted, satisfactory hydraulic test carried out.

No.2 Cylinder Top Cover.

Found to have fine annual fracture about 12 inches long on fire side.

New Cylinder cover fitted, satisfactory hydraulic test carried out.

No.7 Cylinder Top Cover.

In good condition.

Removed for examination, satisfactory hydraulic test carried out and cover refitted.

On completion of repairs, the Main engine was tested under working conditions and found to operate satisfactorily.

W.T. Cromby & T.F. Tisdale.