

Rpt. 9

Date of writing report 18/7/60

Survey held at Stockholm

Received London

No. of visits 35

Port of Stockholm

First date 10.3.1960

No. 12781

Last date 5.7.1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29521 Name M.V. **"LUTZKENDORF"** (ex. "SECURUS") Gross tons 8615 Date of build 5-1946
Owners **Messrs. VEB Deutsche Seereederei** Managers **—** Port of Registry **Rostock**
Engines made 1946 By **Kockums M/V A/B, Malmö** Type **Oil Engine**
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers **—** W.P. **—**
No. of ~~XXX~~/Donkey Boilers 2 W.P. 171 lb
Surveyed Afloat or in Dry Dock **Both**
Nature of Survey **COMPL. OF ES, DBS, CONDITION**
Was Damage Report issued? **No** Int. Cert.? **Yes**
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 oil tanker 2.59	+LMC 9.54 M 11.56
SS 9.54	DBS 7.58
	TS (CL) 2.59 N
	SPS 7.58
EW	

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 **1.8 mm** Oil Glands **Good** Sea Connections **Good**
Fastenings **Good** Has Screwshaft Tubeshaft been drawn? **No** 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? **No**

MAIN ENGINES (Recip. Steam or I.C.) **XXX**
1 Cyls., Covers, Pistons & Rods **Nos. 2 and 5 - Good.**
2 Valves & Gears **Nos. 2 and 5 - Good.**
3 Connecting Rods. **Side**
Top Ends & Guides **Centre** **Nos. 1,2,3,4,5 and 6 - Good.**
4 Crankpins & Bearings **Side**
Centre **Nos. 1,2,3,4,5,6 and 7 - Good.**
5 Journals & Bearings **Nos. 1,2,3,4,5,6 and 7 - Good.**

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 **Good.**
12 Connecting Rods & Top Ends **—**
13 Crankpins & Bearings **—**
14 Journals & Bearings **Good.**
15 Levers **—**

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts **—**

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS **Good.**

24 INTERMEDIATE SHAFTS & BEARINGS **Good.**

25 HOLDING DOWN BOLTS & CHOCKS **Good.**

26 CONDENSERS (MAIN & AUX.) **Aux. Good.**

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANŒUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS ~~XXX~~ **Good**

Have Main Engines been tested working and manœuvring? **Yes**

OPINION OF MACHINERY AND RECOMMENDATIONS **The machinery of this vessel, as now seen, is in good condition and eligible, in our opinion, to remain as now classed with fresh record of ES 2/59, as previously recommended, and DBS 6/60, when the survey has been completed, without special condition regarding Nos. 1 and 7 top cylinder covers.**

Date of Committee

Decision

40m,3.58 T. (MADE AND PRINTED IN ENGLAND.)

TUESDAY 18 OCT 1960

Deferred for comp DBS
but allow ES 2/59 subject

Engineer Surveyor to Lloyd's Register of Shipping

010866-010873-0188

32 Essential Independent Pumps (Identify by position) Both Lub. Oil; Both Fuel Oil Transfer; Both S.W. Cooling; Both O.F. Unit; Both Feed; Both Fuel Valve Cooling; Both Bilge; Exh. Gas Blr. Circulating; Ballast; Fire; Aux. S.W. Cooling. All Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes.

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service) Both Fuel Oil - Good.

38 Independent Air Compressors, Coolers & Safety Devices Port - Good. Starboard (attached to aux. eng.) - Good.

39 Air Receivers & Safety devices—Main Both - Good. 40 Auxiliary Good.

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery Good. 45 Windlass 46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position) Port and starboard Diesel - Both good. Steam - Good. Fan - Good.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	Good.
b Exciters			
c Air Coolers		m Motors	Good.
d Motors			
e Air Coolers		n Switchboards & Fittings	Good.
f Control Gear, Cables, etc.		o Circuit Breakers	Good.
g Insulation Resistance		p Cables	Good.
h Insulating Oil Test		q Insulation Resistance	Good.
i Overspeed Governors		r Steering Gear Motors	Good.
j Magnetic Couplings		s Navigation Light Indicators	Good.
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ~~2000000000~~ DONKEY EXPRESS Both 27.6.60. Good.

Superheaters

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to Sat. 171 lbs/sq.in. Spt.

Boiler Securing Arrangements Good.

Main Economisers Exhaust Gas Heated Economisers Good.

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes. Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good.

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)

CONDITION OF CLASS:- "That the Metalock repairs to Nos. 1 and 7 top cylinder covers of the Main Engines be examined before the end of February, 1960 (12 months' limit)."

NOW DONE:- Nos. 1 and 7 top cylinder covers renewed. It is submitted that this condition of class be now deleted.

WEAR AND TEAR REPAIRS:-

The following main engine bearings remetalled:-

Crankpins Nos. 2, 4 and 5 (top halves) and No. 7 (bottom half).

Top Ends Nos. 1 and 6 (bottom halves).

Inboard Feed Pump cylinder liners (water end) renewed.

Forward S.W. Cooling pump impeller shaft renewed.

Aux. S.W. Cooling pump impeller and sealing rings renewed.

TO COMPLETE DBS:-

The exhaust gas economiser safety valves to be adjusted under steam.

The Owners' representatives state that this will be done at the first opportunity and a signed statement forwarded to this office.

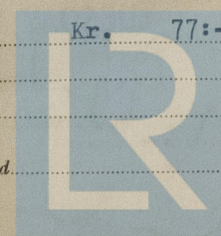
LEAVE THIS SPACE BLANK

Survey fees ES Kr. 1,200:-- DBS Kr. 330:-- Elect. Kr. 380:--

Late ~~drawn~~ fee Kr. 85:--

Expenses... Kr. 77:--

Date when A/c rendered



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