

Rpt. 9

Date of writing report 18/7/60

Received London

Port of Stockholm

No. 12781

Survey held at Stockholm

No. of visits 35

First date 10.3.1960

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 Records of Survey & Special Notations as per Register Book

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)

Hull	Machinery
+100AL 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 mms Oil Glands 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.) ~~xxxx~~ ~~xxxxxx~~

1 Cyls., Covers, Pistons & Rods Nos. 2 and 5 - Good.

2 Valves & Gears Nos. 2 and 5 - Good.

3 Connecting Rods, Top Ends & Guides Side Nos. 1, 2, 3, 4, 5 and 6 - Good.

Centre

4 Crankpins & Bearings Side Nos. 1, 2, 3, 4, 5, 6 and 7 - Good.

Centre

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

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 Good.

24 INTERMEDIATE SHAFTS & BEARINGS Good.

25 HOLDING DOWN BOLTS & CHOCKS Good.

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

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS ~~EXHAUSTION RELIEF DEVICES~~ Good Have Main Engines been tested working and manoeuvring? 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,

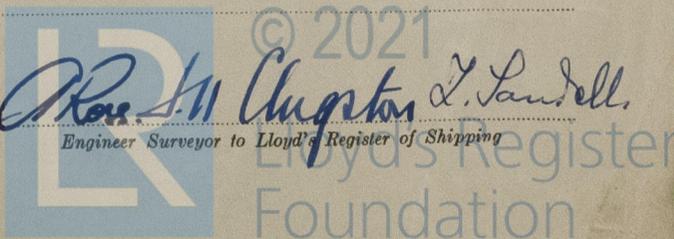
and DBS 6/60, when the survey has been completed, without special condition regarding Nos. 1 and 7 top cylinder

covers.

TUESDAY 18 OCT 1960

Date of Committee Decision

Deferred for comp DBS but allow ES 2 59 subject



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) 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		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l Generators & Governors <i>Good.</i>
b Exciters			
c Air Coolers			
d Motors			m Motors <i>Good.</i>
e Air Coolers			
f Control Gear, Cables, etc.			n Switchboards & Fittings <i>Good.</i>
g Insulation Resistance			o Circuit Breakers <i>Good.</i>
h Insulating Oil Test			p Cables <i>Good.</i>
i Overspeed Governors			q Insulation Resistance <i>Good.</i>
j Magnetic Couplings			r Steering Gear <del>2000/2000</del> Motors <i>Good.</i>
k Air Gap			s Navigation Light Indicators <i>Good.</i>

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

MAIN ~~2000/2000~~ 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