

Rpt. 9 JWK.

Date of writing report 14-6-1957.

Survey held at Bolnes

Received London

No. of visits 14

24 JUN 1957

Port of R O T T E R D A M. No. 43604-B

First date 3-4-57 Last date 28-5-57.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 69798 ~~XXX~~ Name M.V. "M A X M A N U S" Gross tons 5029 Date of build 1937 - 8
Owners A/S Olymp Managers Einar Lange Port of Registry Oslo
Engines made 1937 By Swan, Hunter & Wigham Rehdn, Newcastle Type Oil Eng. 2 S.A. Doxford MN (388)
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers -- W.P. --
No. of ~~Assy~~ Donkey Boilers 2 W.P. 120 lbs.
Surveyed Afloat or in Dry Dock both, on pontoon
Nature of Survey CONDITION, TS, CS, DBS.
Was Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Hull	Machinery
*100A1 with freeboard	* LMC CS 8-52
Reclassified 4-47	d 3-56
Dock 9-56	TS 3-54 CL
SS. Ant. 2-52	Sps 8-52

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 rewooded Oil Glands -- Sea Connections good
Fastenings good Has Screwshaft ~~Taken out~~ been drawn? yes Date of Examination 19-4-57 Has Shaft been changed? no
Has Shaft now fitted been previously used? -- Has Shaft now examined/ ~~checked~~ continuous liner? yes Approved oil gland? --
MAIN ENGINES (~~Recip Steam~~ ~~EX I.C.~~) ~~XBORT~~ ~~STARBOARD~~
1 Cyls., ~~Covers~~, Pistons & Rods
2 Valves & Gears chaindrive good
3 Connecting Rods, Top Ends & Guides Side Nos. 1, 2 and 3 good
Centre Nos. 1, 2 and 3 good
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/ good
BLOWERS
RGERS
MAIN TURBINES
16 Casings, Rotors, Blading, Bearings & Thrusts
17
18
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 good
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES good Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery being in order the vessel may be continued as now classed and examined parts noted for Continuous Survey, a fresh record of D.B.S. 4-57 and notation of T.S. seen 4-57 C.L.

Date of Committee

Decision

THURSDAY 18 JUL 1957

CS 5.57

DB 5.57

50m, 6.56. (MADE AND PRINTED IN ENGLAND.)

Noted for Head.

TS 4.57

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping

JOH. F. VROUWES.

011646-011656-0213

32 Essential Independent Pumps (Identify by position) Feedpumps (P.A.), oil burning fuel pumps (P.A.), transferpump (P.F.)
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, good
35 Fresh Water Coolers/ good 36 Lub. Oil Coolers/ good 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices inboard good, coolers tested 5 Kg/cm2 of both Starboard inboard & outboard
39 Air Receivers & Safety devices—Main both good 40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure) good
42 Evaporators/ good 43 Have Evaporator Safety Valves been tested under steam? yes
44 Steering Machinery good 45 Windlass good 46 Fire Extinguishing Arrangements good
AUXILIARY ENGINES (Identify by position) Starboard inboard steam driven; starboard aft diesel driven — both good

ELECTRICAL EQUIPMENT			
PROPULSION	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 Generators and Motors
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 Oilfired 5-4-57 Auxiliary, DONKEY & PRESS oil fired P and combined oilf+ ex lower
Superheaters good good
Safety Valves good good
Mountings, Doors & Fastenings 120 lbs/sq.in. 120 lbs/sq.in.
Safety Valves Adjusted to Sat. Spt. good good
Boiler Securing Arrangements Exhaust Gas Heated Economisers
Main Economisers Steam Generator Safety Valves Adjusted to
Steam Heated Steam Generators yes heaters Forced Circulating Pumps
Were Oil Burning System & Remote Controls examined working in accordance with Rules? tested 200 lbs/sq.in, Funnel good
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)
Vessel placed on pontoon. Tailshaft drawn, examined, liner hammettested and found good.
Propeller slightly damaged, reconditioned and refitted.
Sea connections, bilge- and ballast valves opened out, examined and good.
Oilfired- and oil fired-exhaust gas (Cochran) donkey boilers examined and Cochran boiler mouthpiece crack cut out and welded. Both boilers, oil burning- and fire extinguishing arrangements examined under steam pressure 120 lbs/sq.in., safety valves adjusted and in order.
Lever driving scavenge pump and pumps on M.E. re-aligned.
Chainwheel (interm) for camshaft drive renewed.
A new fire-extinguishing pump has been fitted in tonnage space aft with sea suction (accessible), tried under working concition and good.
Electric wiring repaired where necessary, examined, meggertested and good.

Survey fees ... Cont. Survey Fl. 180.-
T.S. " 45.-
D.B.S. " 100.-
Elec.Inst. " 100.-
Damage fee ...
Expenses... " 49.-

Date when A/c rendered