

Rpt. 9

-6 JUN. 1962

Date of writing report 21.5.62

Survey held at Hamburg

Received London

No. of visits 2

Port HAMBURG

First date 3.5.62

Last date 3.5.62

No. 11580

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11642 Name M.V. "FREDRIKA"

Owners Rederi A/B Fredrika

Managers Erik Högberg

Gross tons 2937

Date of build 12-1957

Engines made 1957 By Eriksbergs M/V A/B

Port of Registry Stockholm

No. of Main Engines 1 No. of Screws 1

Type oil engine 2SA 5 cyl.

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock dry dock

Nature of Survey TS - CS - DS - Rprs.

Was Damage Report issued? - Int. Cert.? yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
* 100 A1	* LMC 12/57
DS 7/61	TS(CL) 10/60
Str. nav. ice	* Lloyd's RMC

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 close fit Oil Glands - Sea Connections good

Fastenings good Has Screwshaft Tubeshaft been drawn? yes Date of Examination 3.5.62 Has Shaft been changed? NO

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? yes 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

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this ship - as now seen - is in efficient condition and eligible in my opinion to remain as now classed with fresh records of TS(CL) 5.62 now and CS (with date) when the survey has been completed.

Have Main Engines been tested working and manoeuvring?

TUESDAY - 3 JUL 1962

Date of Committee

Decision

Deferred for comp TS 5.62

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



01988 - 01194 - 0273

Has a Survey also been held on Ship? If so, is the Report sent note, 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..... 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**

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)**

Repairs (Damage):-

Attend on board at the request of the Owners' representative for examination of damaged propeller stated to have been caused by grounding on voyage from Buenos Aires to Dublin on the 23/12/61 at the ship's arrival at Dublin.

Found:-

Propeller, all four blades damaged at their tips, now all blades 30 mm cut down and dressed up, one blade slightly bent, now faired.  
 The screwshaft wear down found to be 6.0 mm, screwshaft now drawn, examined and found good. Sternbush re-wooded.  
 All sea valves and cocks opened up, examined and found good.

*Damage on occasion of propeller repairs Tailshaft seen.*

*C.S. Advanced. It is submitted that this vessel is eligible to remain as CLASSED. with TS (LL) 562*

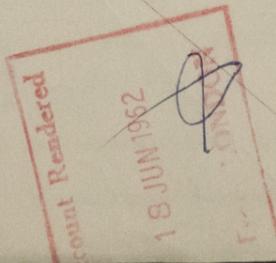
*29/9/62*

*LEAVE THIS SPACE BLANK*

Survey fees sea valves £ 5.10.0

Damage fee (TS) £ 8. 0.0  
 Damage Repairs £ 10. 0.0  
 Expenses... £ 0.15.0  
 Damage Expenses £ 0.15.0

Date when A/c rendered



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