

17. NR. 931

Rpt. 9

Date of writing report 13th April, 1961.  
Survey held at Landskrona

Received London  
No. of visits 35

Port HELSINGBORG  
First date 23.9.60

No. 3350  
Last date 25.3.61

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 70812 Name M.V. "MARGIT GORTON" Gross tons 11317 Date of build 11-1951  
Owners Rederi AB Gylfe Managers Stig Gorthon Port of Registry Helsingborg  
Engines made 1951 By AB Götaverken Type 2SA

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. -  
No. of Aux. Boilers 2 W.P. 150 lbs  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey of class & alterations.  
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	+LMC
SS 11/54 oil tanker	CS 11/54
DS 2/59	DBS 5/58
SURVEYS OVERDUE 11/58	TS(CL) 6/57N
	SPS 6/57

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 Propeller Good Wear Down of Stern Bushes Re-wooded Sea Connections Good  
Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 2.3.61 Has Shaft been changed? Yes  
Has Shaft now fitted been previously used? Yes Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

MAIN ENGINES (Recip. Steam or I.C.)  
1 Cyls., Covers, Pistons & Rods All Good  
2 Valves & Gears All Good  
3 Connecting Rods, Top Ends & Guides Side All Good  
Centre  
4 Crankpins & Bearings Side All Good  
Centre  
5 Journals & Bearings All 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  
15 Levers Good

SCAVENGE BLOWERS  
17 SUPERCHARGERS  
MAIN TURBINES  
18 Casings, Rotors, Blading, Bearings & Thrusts

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.) Good  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS The fuel oil "booster" Good  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Good  
Have Main Engines been tested working and manoeuvring? Yes  
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship is eligible in my opinion to remain as classed with fresh records of ES 3/61, ABS 3/61, TS(CL) 3/61 and SPS 3/61.

Date of Committee THURSDAY 1 JUN 1961  
Decision ES 3.61  
TS 3.61, SPS 3.61  
ABS 3.61

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Engineer Surveyor to Lloyd's Register of Shipping  
012193-012202-0245 1/4

If certificate is required state where to be sent Helsingborg Office



rt of HELSINGBORG Continuation of Report No. 3 3 5 0 dated 13th April, 1961, on the

m.s. "MARGIT GORTON" - RB No. 70812.

REPAIRS EFFECTED DUE TO WEAR AND TEAR: (Contd.)

Electrical Equipment: (Contd.)

auxiliary cooling water pumps, lubricating oil pumps, ballast pump, bilge pump and el.driven fuel oil transfer pump, and for ER fans taken to shop and overhauled.

The electric motor for the fire pump renewed (Makers' test-sheet enclosed).

Cables and fittings of the existing electrical equipment generally overhauled and repairs effected as necessary.

CONDITIONS OF CLASS:

NOW DONE:

The port side cooling water overboard discharge, the el.driven fire pump, the water side of the condenser cooling pump, one steam pipe from port boiler, one steam pipe from starboard boiler, 7 feed water pipes and 2 FW cooling pipes to the FW cooler now renewed and the auxiliary condenser and steam driven auxiliary generator set now repaired as stated above and it is therefore recommended that these conditions be deleted from the vessel's class.

NOTE 1:

At the Owners' request a complete Engine Special Survey has now been carried out and a notation of ES 3/61 has therefore been recommended.

The Owners wish, however, to again adopt the Continuous Survey system for the machinery of this ship in the future.

NOTE 2:

One generator and some of the pumps for essential services are steam driven and it is therefore recommended that the boilers be designated as Aux.Boilers.

ALTERATIONS:

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This vessel has now been amended from an "Oil tanker" to an "Ore carrier" and an installation for driving the M.E. with heavy oil has also been fitted.

The amendments and additions to the existing piping system have been carried out in accordance with the plans "Pumping arrangement" and "Heavy oil installation" approved in London 18.11.60 resp. 23.1.61 and also in accordance with the applicable requirements of the Rules.

The piping, heaters and fittings have been tested as required by the Rules and found good.

No. and size of the new bilge suction to the new holds and dry tanks: Nos. 1, 2 & 3 holds: 1 x 100 mm. to each hold. Nos. 1, 2, 3 & 4 dry tanks: 2 x 82,5 mm. to each tank.

Certificates of the 2 new fuel valve cooling pumps enclosed.

Amendments and additions to the electrical equipment installation in accordance with the Rules and plans approved at Gothenburg 3.3.61 have now also been carried out.

In connection with the alteration and lengthening of the vessel were all electric cables from aft to amidship and from amidship to the forecastle renewed.

New important motors now fitted as per particulars on next sheet.

(See Continuation)



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MACHINERY 5.

Port of HELSINGBORG. Continuation of Report No.3350 dated 13th April, 1961,

17.122.111

on the m.s. "MARGIT GORTON", RB. No. 70812.

DESCRIPTION.	No.	BHP	CONDUCTORS.		MAXIMUM CURRENT IN AMPERES.		APPROX. LENGTH (lead plus return) met.	INSULATION.	PROTECTIVE COVERING.
			No. in Parallel per Pole.	Sectional Area sq. mm.	In the Circuit.	Rule.			
FOLLOWING NEW IMPORTANT MOTORS HAVE NOW BEEN FITTED:									
valve cooling pumps	2	96	1	1,5	3,2	9,5	36	Rubber	Lead cov. & stl.w.braided
oil separators	2	7	1	6	28	29	10-14	"	"
" separator	1	12,5	1	25	49	63	20	"	"
separator room fan	1	0,8	1	1,5	3,7	9,5	16	"	"
vacuum pump	1	2	1	1,5	8,8	9,5	14	"	"
main pump	1	2	1	1,5	8,8	9,5	14	"	"
edge pump	1	2,5	1	2,5	10,6	15,5	16	"	"
lamps for hydr.mchy for cargo hatches	2	18	1	35	70	78	230	"	Lead cov. & armoured.

sea

makers' test certificates of new motors engaged on essential services forwarded herewith.

At completion the whole of the electrical equipment installation with new and existing parts tested as per Rule and found good.

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