

18 JAN 1959

Rpt. 9

Date of writing report 31.12.1958.

Survey held at Landskrona

Received London

No. of visits 1

Port HELSINGBORG

First date and

Last date

No. 3 0 2 3

10.12.1958.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91190 Name M.V. **"STECKENPFERD"** (Ex. "CARIA")

Owners **V.E.B. DEUTSCHE SEEREEDEREI**

Managers

Engines made 1936 By **W. Doxford & Sons Ltd., Sunderland**

Gross tons 5072

Date of build 9-1936

Port of Registry **Rostock**

Type 2SA

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 2 W.P. 120 lb.

Surveyed Afloat or in Dry Dock Dry Dock

Nature of Survey DS

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 with fbd Carrying vegetable oil in DT	*IMC
SS H.Kg 12/56	CS 12/56
DS 6/58	DBS 9/57
	TS (CL) 6/58
	SPS 12/56

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 **Clear. 3.5 mm.** Oil Glands Sea Connections
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?

MAIN ENGINES (Recip. Steam or I.C.)

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

Have Main Engines been tested working and manoeuvring?

The machinery of this ship, so far as now surveyed, is eligible

OPINION OF MACHINERY AND RECOMMENDATIONS
in my opinion to remain as classed without fresh record of survey, and without special conditions.

Date of Committee

Decision

THURSDAY 22 JAN 1959

As now

40m, 4.57. T. (MADE AND PRINTED IN ENGLAND)

Noted
for
Header

©2021
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register
Foundation
012591-012597-0071

If certificate is required state where to be sent.

change of name

It is submitted that this
vessel is eligible to remain
as **CLASSED**.

19 JAN 1959

LEAVE THIS SPACE BLANK

Survey fees
Damage fee
Expenses... ..
Date when A/c rendered



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Lloyd's Register
Foundation

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 Ldb. Oil Coolers

38 Independent Air Compressor, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure) 40 Auxiliary

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)

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

{ Spl.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Exhaust Gas Heated Economisers

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Steam Generator Safety Valves Adjusted to

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

Forced Circulating Pumps

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)