

10 OCT 1962

DISCLOSED SECTION No. 1050

-R 07 177

Rpt. 9

Date of writing report 10th Sept., 1962 Received London Port of Vancouver, B.C. No. 11611
Survey held at Vancouver, B.C. No. of visits 1 First date and Last date 7th Sept., 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 65645 Name M.V. "INDIAN REEFER" Gross tons 2600 Date of build 10-1939
Owners J. Lauritzen Managers Port of Registry Esbjerg
Engines made 1939 By Helsingors Jernsk. & Msk. Type 2 Oil Engines 2SA each 6Cy.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Machinery Damage
Was Damage Report issued? - Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
*100A1 with freeboard 9,61	SS 9,61	*LMC CS 9,61	p&s7,60
		TS CL	

2019. Haw

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 Wear Down of Stern Bushes Oil Glands Sea Connections
- Fastenings Has Screwshaft Tubeshaft been drawn? 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.) 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

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen, is eligible, in my opinion, to remain as classed subject to the Port Forward Outboard Auxiliary engine being further examined and dealt with as found necessary before the vessel leaves the West Coast of North America.

Date of Committee WEDNESDAY 17 OCT 1962
Decision As now subject

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

© 2021
T. TAYLOR Lloyd's Register Foundation
Engineer Surveyor to Lloyd's Register of Shipping
012705-012710-0256

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)
- 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
- 39 Air Receivers & Safety devices—Main 40 Auxiliary
- 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)

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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	
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.
Spt.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heat & 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)

Now Done for Damage to No.2 Forward Port Outboard Auxiliary Engine stated sustained on the 7th September, 1962. (Six Cylinder 4 stroke B&W).
 It would appear that one bottom end bolt sheared on the No.2 unit, the connecting rod coming through the outboard side of the crankcase. Part of the entablature and crankcase were broken away together with inspection door. The cylinder liner, piston and rod, top and bottom ends were badly damaged.
 No repairs were done at this time as vessel was only a few hours in port.
 The vessel has two other generators of same size (240 KW) each being capable of carrying full present load. It is considered that temporary repairs could be made, and these may be carried out at Longbeach, California where the vessel will be for a few days. Los Angeles Surveyors notified. At present it is recommended that this machine be further examined and dealt with as found necessary before the vessel leaves the West Coast of North America.



LEAVE THIS SPACE BLANK

Survey fees
 Damage fee \$60.00
 Expenses 5.00

Date when A/c rendered 10 September, 1962.

