

Rpt. 9

Date of writing report 13-7-59
Baltimore, Md.

Survey held at

Received London

No. of visits 12

Port Baltimore, Md.

First date June 10

No. 11679

Last date June 24, 1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 63506 XXXXX
Name M.V. "HEDDA DAN"
Owners J. Lauritzen (D/S Ocean A/S)
Engines made 1944 By Nordberg Manfg. Co. Milwaukee, Wis.
Managers J. Lauritzen (Copenhagen)
Gross tons 5188
Date of build 1944
Port of Registry Esbjerg
No. of Main Engines 2 No. of Screws 1
No. of Main Boilers 2 W.P. 65 lbs
No. of Aux./Donkey Boilers 2 W.P. 65 lbs
Surveyed Afloat or in Dry Dock both
Nature of Survey Classification
Was Damage Report issued? - Int. Cert.? yes
Last Report (For Head Office only)

2 oil engine 2 SA each 6 cyl
with Electro magnetic slip couplings &
Records of Survey & Special Notations as per Register Book S.R. gearing

Hull	Machinery
Classification Contemplated	

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

Fastenings good

Wear Down of Stern Bushes

Oil Glands -

Sea Connections good

Has Shaft now fitted been previously used? -

Has Screwshaft/Tubeshaft been drawn? no

Date of Examination -

Has Shaft been changed? -

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

PORT

1 Cyls., Covers, Pistons & Rods Nos. 1, 2, 4 and 5 good

2 Valves & Gears Nos. 1, 2, 4 and 5 good

3 Connecting Rods, { Side Nos. 1, 2, 3, 4, 5 and 6 good
Top Ends { Centre4 Crankpins & Bearings { Side Nos. 1, 2, 3, 4, 5, and 6 good
Centre

5 Journals & Bearings Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9 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 & guides good

13 Crankpins & Bearings good

14 Journals & Bearings good

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 good

23 THRUST BLOCKS, SHAFTS & BEARINGS No. 8 main bearing and main thrust

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 good

30 MAIN ENGINE DRIVEN PUMPS -

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES good

All (6) fuel injection pumps & camshaft

Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is in good and safe working condition and eligible in my opinion to be classed with this Society with a record of IMC 6.59. SPS 6.59 and DBS 6.59 on completion, subject to the oil fired boiler being re-tubed by September 1959 (3 mos. limit), boilers examined under steam and their safety valves adjusted under steam.

Date of Committee

Decision

NEW YORK

JUL 15 1959

See FE Rpt 4b. Bal. 11679

Noted
for
Header

Engine Surveyor to Lloyd's Register of Shipping

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 good
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? good
35 Fresh Water Coolers (3) good
36 Lub. Oil Coolers (2) main and (1) auxiliary - good
37 Heaters (state service) fuel oil heaters for
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main (3) good
40 Auxiliary -
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators good
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery good
45 Windlass good
46 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position) outboard aux. diesel engine and emergency generating (diesel)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and Auxiliary Equipment (Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Insulation Resistance, Steering Gear Generators and Motors, Navigation Light Indicators).

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
AUXILIARY, DONKEY & PRESS 20-6-59
Exhaust gas good 16.6.59
Superheaters
Safety Valves good
Mountings, Doors & Fastenings good
Safety Valves Adjusted to { Sat. - Spt. -
Boiler Securing Arrangements good
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 good

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main steel
Auxiliary (over 3 in. bore) good tested 130 lbs
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 are subjects of class)
Oil Fired Donkey Boiler: Found all tubes more or less clogged and sagged and it was recommended that the boiler being re-tubed. The Owner's Representative stated time did not permit the repairs now and arrangements will be made to deal with repairs on vessel's return to New York at the present voyage, when at the same time the boiler survey will be completed.
A number of minor repairs and adjustments made good.

Handwritten signatures and notes, including 'FOR G.E. TO VEE', 'LEAVE THIS SPACE BLANK', and various dates and initials.