

Rpt. 9

Date of writing report 30/5/58

Survey held at Reykjavik

Received London

No. of visits 10

Port Reykjavik

First date 28/2/58.

Last date 17/5/58

No. 3018

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 02991 Name M.V. "BALDUR"

Owners Baldur h.f.

Managers J. Franklin

Gross tons 366 Date of build 1942

Engines made By National Supply Co. Springfield

Port of Registry Dalvik

No. of Main Engines 1 No. of Screws 1

Type Oil Eng. 4 SA 8 cy.

No. of Main Boilers W.P.

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

Surveyed Afloat or in Dry Dock Both

Nature of Survey Special Surey

Was Damage Report issued? No Int. Cert.? Yes.

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull
Class expired 7/57.

Machinery

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 2 mm.

Oil Glands good.

Sea Connections good.

Fastenings good

Has Screwshaft been drawn? Yes.

Date of Examination 15/4/58

Has Shaft been changed? No.

Has Shaft now fitted been previously used?

Has Shaft now examined/fit a continuous liner? No

Approved oil gland? Yes.

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

PORT -

STARBOARD

1 Cyls., Covers, Pistons & Rods good

2 Valves & Gears good

3 Connecting Rods, Top Ends & Guides good

4 Crankpins & Bearings good

5 Journals & Bearings good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods good.

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 good. (Roller bearing).

24 INTERMEDIATE SHAFTS & BEARINGS good.

25 HOLDING DOWN BOLTS & CHOCKS good.

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DESUPERHEATERS

29 STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS good

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel's Machinery is in good and efficient condition eligible in my opinion to have the record of TS (OG) 4.58 and the notation of ES 5.58 made in the Register Book.

TUESDAY 12 AUG 1958

Date of Committee

Decision

4,67. T. (MADE AND PRINTED IN ENGLAND.)

CERTIFICATE WRITTEN.

Noted
for
order

Engineer Surveyor to Lloyd's Register of Shipping

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Foundation

013463-013470-0223

32 Essential Independent Pumps (Identify by position) Bilge pump - centrifugal type - and spare lubricating oil pump driven by aux. oil engine, Bilge pump - piston pump - driven by electric motor, all starboard side - Good.
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? Yes
35 Fresh Water Coolers 36 Lub. Oil Coolers Good 37 Heaters (State Service)
38 Independent Air Compressors, Coolers & Safety Devices Good.
39 Air Receivers & Safety devices—Main Good 40 Auxiliary Good.
41 Oil Fuel Tanks (Not forming part of hull structure) 1 port side 2 starboard side in engine room - Good.
42 Evaporators Have Evaporator Safety Valves been tested under steam?
43 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Port side (Gardner 6 cy.) Good. Starboard side (lister 6 cy.) Good.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			i Generators & Governors Good.
b Exciters			m Motors Good.
c Air Coolers			n Switchboards & Fittings Good.
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.
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)

ME:- All valves ground in and overhauled. Bearings dressed and adjusted as necessary. All piston rings renewed. Coupling flange at forward end of screw shaft found slightly loose on shaft. Toper dressed and flange refastened. Screw shaft nut heavily corroded, repaired by electric welding. Oil retaining gland overhauled.
Aux. Oil Eng.:- No. 3 piston of starboard aux oil engine found scored. Was renewed.

Both main and aux. air receivers were now tested with water pressure 50 kg. pr. cm.² and found good.

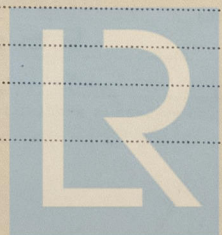
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Survey fees	Kr.	2.940,00
Screwshaft	"	300,00
Repair	"	400,00

Damage fee ...

Expenses...

Date when A/c rendered.



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