

Rpt. 9A

REPORT OF **MACHINERY SURVEYS AND REPAIRS** (Engines and Auxiliaries)
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

-7. NOV. 1966

Ship's Name **HMS "Poolsven"** Port **Boerndam**
Processing Number: LR **Supply vessel Royal Netherlands Navy** Rpt. No. **64219**

Port of Registry **Den Helder** Date of build **8-64** Is there a rpt. 8? **yes**
No. of visits **5** First date **31-8-66** Last date **21-9-66**

Interim Cert. issued & copy herewith? **No** Damage rpt. issued and copy herewith? **-** Last rpt. (H.Q. only)

Date of completing rpt. **7-10-66** Surveyed at, if different from Port above

Is a rpt. 9B attached? **No** MN Nature of survey **Boiler and tailshaft Survey**

Survey fees Damage fee Expenses **fe 23.-**

For services rendered of f 250,-

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons, rods, valves & gears

2 Con. rods, crossheads, bearings & guides Side

3 Crankpins (incl. eccentrics) & bearings Side

Centre

4 Crankshaft journals & bearings

5 Detuner or vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers, pistons & rods

7 Con. rods, crossheads, bearings & guides

8 Crankpins & bearings

9 Journals & bearings

10 Levers, links & bearings

11 Coolers & safety devices

12 Scavenge blowers & superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors, blading, bearings, thrusts & couplings

16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with/without fresh record of

For the information of the Committee

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate).

Date of Committee

Minute

ALSO FOR

SPL FOR

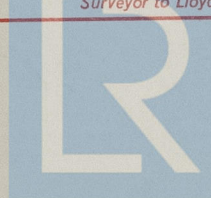
TRO

SRL

POSTING

HEADER

CERT



Lloyd's Register
Foundation

013770-013774-0104 1/2

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark thus: should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

The condition of any item is to be described as "good" only when it 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 re-examination or repairs should be made before

MAIN REDUCTION GEARING

- | | |
|--|--|
| 17 Pinions & wheels | 18 Shafts, bearings & couplings |
| 19 Exhaust steam turbines (with recip. eng.) | 20 Thrust blocks, shafts & bearings |
| 21 M.E. steam compressors | 22 Intermediate shafts & bearings |
| 23 Clutches & hydraulic couplings | 24 Steam re-heaters |
| 25 De-superheaters | 26 Forced &/or induced draught fans |
| 27 Stop & manoeuvring valves | 28 Holding down bolts & chocks |
| 29 Main engine driven pumps (including fuel injection) | |
| 30 Condensers (main & aux.) | 31 Air ejectors (main & aux.) |
| 32 Have main engines been examined working & manoeuvring? | |
| 33 Essential independent pumps | |
| 34 Bilge, ballast & oil fuel suction lines, fittings & controls | 35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? |
| 36 Fresh water coolers | 37 Lub. oil coolers |
| 38 Heaters & safety devices including de-aerator (state service) | 39 Pressure feed water filters |
| 40 Auxiliary air receivers & safety devices | 41 Starting air pipes |
| 42 Main air receivers & safety devices | |
| 43 Independent air compressors, coolers & safety devices | 44 Oil fuel tanks (not forming part of the hull structure) |
| 45 Have all evaporators safety valves been tested under steam? | 46 Evaporators |
| 48 Steering machinery | 49 Windlass |
| | 50 Machinery spare gear |

State
Port P. or
Starboard S.Identify
by
position

AUXILIARY ENGINES

DOCKING

- | | | |
|---|-----------------|---|
| Propeller <i>Good</i> | Sea connections | Oil gland <i>Good</i> |
| Fastenings & gratings <i>Good</i> | | Clearance in stern bush (if relined state clearance before & after) <i>Before removing 2.2 mm. Now fitted now 3.2 mm.</i> |
| Has screw/tube shaft been drawn? <i>yes</i> | | Date of examining shaft & condition <i>6-9-66 - good</i> |
| Has shaft been changed? <i>No</i> | | Has shaft now fitted been previously used? |
| Has shaft now examined/fitted a continuous liner? <i>No</i> | | Approved oil gland <i>yes</i> |

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

On request of Ministry of Defence (Navy Department) attend on board the vessel in order to carry out the due boiler surveys and fitting of a new bronze propeller. The requirements for the boiler survey were passed to the Officer in charge of the engine room.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately for wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

State whether continuation sheet attached *yes*Register
Foundation

At 21st September, however, it was decided to withdraw the vessel's class as it was found that the Navy requirements for a boiler inspection did not coincide with the Society's Rules and Regulations.

Now done. After the propeller and outside oil gland were removed it was found that the whole metal of the bronze bush was damaged. Tailshaft and bush drawn and white metal found seriously rifled at after end (clearance 2.2 mm). Tailshaft examined and found good and recommend to remetal the bush or to replace by a cast iron one. The existing bush, however, was scraped as good as possible and refitted (clearance now 3.2 mm). It was stated that a new cast iron bush will be ordered.

New bronze propeller fitted satisfactorily, heading of working. Tailshaft examined and found good.

Of both main boilers the steamdrums examined internally only and found good. Both desuperheater-tubesheets removed for rejoining and found heavy pitting on the outersurface of the tubes. One tube was removed from the stack and examined in the laboratory. No further inspections were carried out.

Details of new fitted propeller:

Lips No 14062
10-1-66

$G D^2 = 135600$

$D = 5600$

Weight = 22.630 kg.

Gi. E. V.