

170 MAR 1960

DISCLOSED
SECTION

26 FEB 1960

Rpt. 9
Date of writing report 24.2.60.
Survey held at Haugesund.
Received London
No. of visits 5.
Port Bergen.
First date 2/2-60.
Last date 17/2-60.
No. 4700.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 36828. Name M.V. "ZERO". Gross tons 650. Date of build 9-1943.
Owners Johannes Østensjø & Co. A/S. Managers - Port of Registry Haugesund.
Engines made 1953. By Mirless, Bickerton & Day, Stockport. Type Internal Combustion.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock afloat.
Nature of Survey Part C.S.
Was Damage Report issued? No Int. Cert. Yes.
Last Report (For Head Office only)

Hull	Machinery
+100 AI	+ LMC.
SS 10.56.	ES 10.56.
DS 1.59.	TS (OG) 3.58.

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.) XXXXXXXXXXXX
1 Cyls., Covers, Pistons XXXX All good.
2 Valves & Gears All good.
3 Connecting Rods, Top Ends XXXX All good.
4 Crankpins & Bearings Side All good.
Centre Nos. 6 and 7 - good.
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods -
7 Connecting Rods & Top Ends - Good.
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 Good.
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? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as classed with record of CS with date, when the survey has been completed.

TUESDAY 22 MAR 1960
Date of Committee
Decision As above

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.)

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Knut Olsen
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation

013821-013830-0154

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Both freshwater cooling pumps, starboard side.

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 Good 36 Lub. Oil Coolers Good. 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices Main engine driven and auxiliary port side - good.

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) Starboard forward and port aftmost, both good.

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. 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)

Repairs now carried out.

Main engine pistons Nos. 1 and 3 now fitted spare.

No. 7 bottom half of main bearing remetalled due to fracture in way of metal.

Both ball bearings of scavenge blower renewed.

Crankshaft of starboard forward auxiliary engine now renewed including all bearings due to the shaft found badly bend. The new shaft found marked:

Lloyd's SHF 2456 - C. RG. 25.8.1959.

Otherwise minor overhaul repairs now carried out.

Copy of interim cetificate attached, and one copy has been sent to the Oslo surveyors.

C. S. advanced

Starboard aux. engine crankshaft renewed and other minor repairs effected

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

17.2.60

LEAVE THIS SPACE BLANK

Survey fees ... Kr. 400,-

Damage fee ...

Expenses... ... Kr. 185,-

Date when A/c rendered 24.2.60.