

Rpt. 9

Date of writing report 12.1.60.

Survey held at Liverpool

Received London

No. of visits 4

Port Liverpool

First date 6.1.60.

Last date 12.1.60.

3 FEB 1960

153405

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 36828 Name M.V. "ZERO" Gross tons 650 Date of build 1943 9  
Owners Johannes Ostensjo & Co. A/S Managers -- Port of Registry Haugesund  
Engines made 1943 By Mirrlees, Bickerton & Day. Type 4SA 6Cy. HNE53  
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 W. & T. Repairs.  
Was Damage Report issued? No. Int. Cert.? Yes.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
*100A1	1,59	HMC	10,56
SS.	10,56	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.) 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

SURVEY CONFINED TO OVER.

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 so far as now seen is in my opinion eligible to remain as classed without fresh record of survey.

Date of Committee

Decision



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).....  
.....  
.....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors.....
b Exciters.....			
c Air Coolers.....			m Motors.....
d Motors.....			
e Air Coolers.....			n Switchboards & Fittings.....
f Control Gear, Cables, etc.....			o Circuit Breakers.....
g Insulation Resistance.....			p Cables.....
h Insulating Oil Test.....			q Insulation Resistance.....
i Overspeed Governors.....			r Steering Gear Generators and Motors.....
j Magnetic Couplings.....			s Navigation Light Indicators.....
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)  
WEAR & TEAR.....

Attended aboard at the request of the Chief Engineer to examine a strainer box adjacent to the ballast pump sea injection valve. This box badly wasted and leaking, a new fabricated steel box of similar dimensions now made, hydraulically tested and placed in good order.

The associated S.W. lines in way of the above examined and found satisfactory.

The chief Engineer also stated that difficulty had been experienced manoeuvring astern with the main engine whilst entering dock.

NOW DONE. The Main Engine crankcase doors removed and an examination found two cams loose on the shaft on No. 6 unit (one astern inlet valve and one astern exhaust valve) and one on No. 4 unit (astern exhaust valve). These cams are located and held by tapered cotter pins which had apparently fractured in service. These pins now renewed and the camshaft placed in satisfactory order. The engine examined under working conditions and found to operate efficiently.

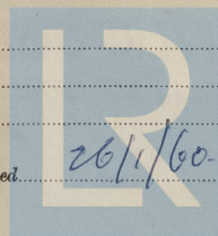
LEAVE THIS SPACE BLANK

WCT Repair Survey fees ... £ 20 - 0 - 0 cum

Damage fee ... £ 1 - 0 - 0

Expenses... ..

Date when A/c rendered 26/1/60



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