

19 AUG 1959

Rpt. 9

Date of writing report 18-8-59

Survey held at Havggesund

Received London

No. of visits 2

Port Bengel

First date 14/8

No. 4636

Last date 15/8-59

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.R. 36828 Name M.V. "ZERO" Gross tons 650 Date of build 9-1943

Owners Johannes Ostensjö & Co. 7/5 Managers

Engines made 1953 By Mirreles, Bickerton & Day, Stockport Type Internal Combustion

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers None W.P. ✓

No. of Aux./Donkey Boilers None W.P. ✓

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Damage & CS

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
✱ 100 A1	✱ LMC 10/56
S.S. Bgn. 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

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

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? No

## 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 fresh record of CS with date when the Survey has been completed.

Date of Committee

Decision

THURSDAY 27 AUG 1959

As per

40m, 457. T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

013821-013930-0159

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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) *Starboard side fore end - Good.*

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	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)

*It is alleged the auxiliary engine starboard side fore end sustained damage due to overheating of the crank bearings, on the 13th June, 1959, during the vessel's voyage from Gdansk to Esbjerg, cause not stated. Following damage found:- Cylinder liner & Piston No. 1 cracked. Connecting rod No. 1 bent. All crank bearings and journal bearings more or less burnt. Crankshaft seized in way of bearings.*

*Following damage repairs carried out:-*

*Cylinder Liner Nos 1 & 2 renewed, (No. 2 worn). Piston and connecting rod No. 1 renewed. All crank bearings and main bearings remetalled. Crankshaft skimmed in lathe and crank pins reduced to dia. 83,9mm and dia of journal pins reduced to 84,2mm. I was called in when all parts were ready for re-assembly. Copy of Interim Certificate sent to The Oslo Surveyors.*

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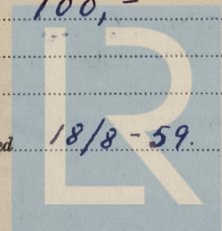


Survey fees ...

Damage fee *K.R. 100,-*

Expenses... *K.R. 100,-*

Date when A/c rendered *18/8-59.*



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