

Received Lloyd's
22 FEB 1967

Ship's Name ~~MS~~ 'ALTIS' Port Colombo
 Processing Number: LR 501296 Gross tons 7253 Rpt. No. 6303a
 Port of Registry Famagusta Date of build 6-1941 Is there a rpt. 8? Yes
 No. of visits Three First date 31.1.67 Last date 3.2.67
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued and copy herewith? Yes Last rpt. (H.Q. only)
 Date of completing rpt. 11.2.67 Surveyed at, if different from Port above -
 Is a rpt. 9B attached? No MN (516) Nature of survey CSM, DS, Damage
 Survey fees Damage fee Expenses
 DS Rs 146.00 Rs 105.00 Rs 27.00
 TS Rs 300.00
 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 Centre
- 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 ~~XXXX~~ fresh record of CSM (with date) when the Survey has been completed, TS (CL) 2/67 when the screwshaft, journal and bearing have been dealt with, subject to the screwshaft and after intermediate shaft journals and bearings and the propeller, being permanently repaired at the Special Survey before the end of June, 1967, and to any conditions of class at present outstanding being dealt with as previously recommended.

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

Surveyor to Lloyd's Register of Shipping

(B. Borkett)

Date of Committee

TUESDAY 21 MAR 1967

Minute

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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 (rust) 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? | |

After ↑

State Port P. or Starboard S.

- | | |
|--|--|
| 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 |
| | 47 Distillers |
| | 50 Machinery spare gear |

Identify by position

AUXILIARY ENGINES

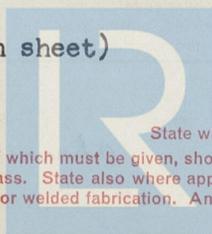
DOCKING

- | | | | | | |
|---|------|-----------------|------|---|-------|
| Propeller | ↑ | Sea connections | Good | Oil gland | - |
| Fastenings & gratings | Good | | | Clearance in stern bush (if relined state clearance before & after) | 3/16" |
| Has screw shaft been drawn? | Yes | | | Date of examining shaft & condition | ↑ |
| Has shaft been changed? | No | | | Has shaft now fitted been previously used? | |
| Has shaft now examined/fitted a continuous liner? | Yes | | | Approved oil gland | - |

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage (please see attached continuation sheet)

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State whether continuation sheet attached

The reason for repairs must be stated and those on account of damage, the alleged cause of 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.

Lloyd's Register Foundation

Damage 1

Damage alleged to have been caused by refloating on 7th October, 1965, after the ship had grounded on 3rd October, 1965.

Found

Screwshaft, journal scored and the white metal bearing for this wiped.

After intermediate shaft, journal scored and its white metal bearing wiped.

At this time the screwshaft was drawn and found in order, the sternbush clearance being 3/16".

Thrust, this opened and found in good order.

Auxiliary Condenser, this opened, cooling water surfaces coated with light marine growth and sludge.

Piston and jacket water cooler, this opened, cooling water surfaces coated with light marine growth and sludge.

Lubricating oil cooler, this opened, cooling water surfaces coated with light marine growth and sludge.

Recommended

Screwshaft, journal to be lightly machined and its bearing remetalled.

After intermediate shaft, journal to be lightly machined and its bearing remetalled.

Note:

Time and facilities did not allow for the above mentioned repairs to be carried out at this time and as a temporary measure, the oil grooves in these bearings have been re-cut, the bearings scraped, and the journals polished by hand. These journals and bearings are considered satisfactory until the Special Survey is carried out in June, 1967.

Auxiliary Condenser to be thoroughly cleaned.

Piston and jacket water cooler, to be thoroughly cleaned.

Lubricating oil cooler to be thoroughly cleaned.

continued

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0326 2/13

Ship's Name ~~SS~~/MS 'ALTIS'

Port Colombo

Rpt. No. 6303a

Damage 2

Damage to the machinery alleged to have been caused by contact with a buoy whilst shifting berths at Shanghai on 12th December, 1966.

FoundPropeller

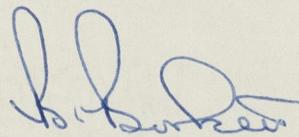
(4 bladed bronze).
With keyway at top.
Top blade, tip set back slightly.
Port blade, set back 5" for 10" from tip.
Bottom blade, set back 5" for 10" from tip.
Starboard blade, set back 4½" for 8" from tip.

Recommended

All propeller blades to be faired and pitch checked.
As a temporary measure, at this time the set back propeller blades were partially faired by use of clamps and heating and are considered satisfactory until the next drydocking.

Condition of Class

Whilst the journals and bearings of the screwshaft and after intermediate shaft and the propeller are considered satisfactory meanwhile, in my opinion, these should be permanently repaired at the Special Survey before the end of June, 1967.



(B. Borkett)
Surveyor to Lloyds Register of Shipping.

