

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

20. AUG.

C.K.

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

LR 501296

Gross tons 7169

Port of Registry Monrovia

Port Rotterdam

Date of build 6-1941

Is there a rpt. 8? yes

Rpt. No. 61231

No. of visits 49

First date 8-2-1965

Last date 29-6-1965

Interim Cert. issued & copy herewith? yes

Damage rpt. issued & copy herewith? -

Last rpt. (H.Q. only)

Date of completing rpt. 16-8-1965

Surveyed at, if different from Port above -

Is a rpt. 9B attached? yes

MN (516)

Nature of survey Docking, CS, part ABS, Damage Repairs

Survey fees 1000.-

Damage fee 1500.-

Expenses 144.50 amended 1156.50 as per Lbr. dated 25/8/65

S.A. fee 12.- fl. 53.- M/cs

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

1 Cyls., covers, pistons & rods All (3), good

2 Valves & gears good

3 Con. rods, cross-heads, bearings & guides centre good

Side good

4 Crankpins & bearings centre good

Side good

5 Journals & bearings good

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods

7 Con. rods, cross-heads & bearings

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods good

12 Con. rods, cross-heads & bearings

13 Crankpins & bearings

14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings & thrusts

15 Levers good

17 Reduction gearing

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of C.S. (with date) on completion of the survey and fresh record of A.B.S. 6-65 when completed.

ALSO FOR

SPL FOR

NOTED BY
CESM
SRL

POSTING

HEADER

CERT

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

E.M. Dudock
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

As now
ABS 6.65

TUESDAY 21 SEP 1965

004194-004199-0385 12

Lloyd's Register
Foundation

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark there should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

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 repairs have been effected or it is

20 Exhaust steam turbines (with recip. eng.)	21 Thrust block shafts & bearings	good	
22 Steam compressors	23 Intermediate shafts & bearings	good	
24 Clutches & hydraulic couplings	25 Condensers (main & aux.)	aux. condenser tested,	good
26 Steam re-heaters	27 Air ejectors (main & aux.)		
28 De-superheaters	29 Forced &/or induced draught fans		
30 Stop & manoeuvring valves	31 Holding down bolts & chocks	good	32 Detuner or vibration damper
33 Main engine driven pumps	all good		

State Port P. or Starboard S.

34 Crankcase doors & explosion relief devices

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) **yes**

36 Essential independent pumps Standby F.W. cooling pump, good

37 Bilge, ballast & oil fuel suction lines, fittings & controls	38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	
39 Fresh water coolers	40 Lub. oil coolers	
41 Heaters (state service)	42 Feed water filters	
43 Auxiliary air receivers & safety devices	44 Starting air pipes	good
45 Main air receivers & safety devices		
46 Independent air compressors coolers & safety devices		
47 Oil fuel tanks (not forming part of the hull structure)		
48 Have all evaporators safety valves been tested under steam?	49 Evaporators HP & LP	50 Distillers
51 Fire extinguishing arrangements	52 Steering machinery	53 Windlass

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

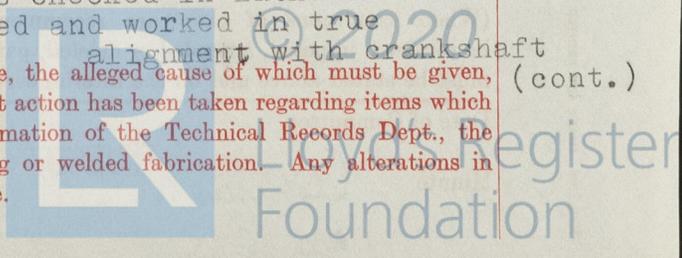
Damage Repairs:

Vessel was towed in to Rotterdam after the main engine crankshaft broke at the No.3 after side crankweb on the 3rd February, 1965 whilst on passage from Philipines to Rotterdam. cause of damage was not stated.

Now done for damage:

Main engine dismantled, crankshaft transported to workshop, crankpins and journals crack detected. Cracks were also found at fillet of No.2 journal. Crankshaft transported to Messrs. Doxford for repairs. Sunderland certificate No. C 1936, covering repairs, attached to this report. Bedplate, bearingpockets and stiffening ribs, holding down bolts and chocks specially examined and found good. Main bearings remetalled and repaired, crankshaft satisfactorily bedded. Main Engine No.3 side and centre, connecting rods checked in lathe and found true. Intermediate shafting re-aligned and worked in true alignment with crankshaft

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 from 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 also be reported above.



Wear and Tear Repairs:

Sphericals of centre and side connecting rods skimmed and bottom end shells rebedded. All top and bottom end bearings remetalled. All (3) cylinder liners renewed, pistons and transverse beams overhauled. Piston rod of Main Engine scavenge pump found cracked at threads, now renewed. Main Engine tried on completion of repairs and found in good working and manoeuvring order.

Lower auxiliary boiler.

The following wear and tear repairs now carried out:

All plaintubes and 24 staytubes renewed. 14 defective screwstays cut out and renewed. Topplates of both combustion chambers renewed. Pitting on water side of furnaces built up by electric welding. Various minor repairs carried out. On completion of repairs boiler hydraulically tested to W.P. and found tight.

To complete the Auxiliary Boiler Survey for fresh record of A.B.S. 6-65 the upper auxiliary boiler remains to be examined internally and externally, safety valves of both boilers to be adjusted under steam, oil fuel burning arrangements and remote controls to be examined working. It could not be stated when or where this would be done.

E. M. Dudock

SURVEYOR TO LLOYD'S REGISTER

E.M. Dudock.



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