

WRECK

SECTION

Rpt. No. 876

Date of writing report 31 - 10 - 61

Survey held at Apapa

Received London

Port Lagos

No. 3032

No. of visits 1

First date and

Last date 30 - 10 - 61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29041 Name M.V. "SAENTIS"

Gross tons 4349

Date of build 3 - 1915

Owners Keller Shipping Ltd.,

Managers

Port of Registry Basle

Engines made 1915 By Sulzer Bros. Ltd.,

Type 2 Oil Engines 2SA each 6Cy 480 mm 700 mm

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat

of Survey C.S. & DAM.

Damage Report issued? No Int. Cert.? Yes

Report (For Head Office only)

RETAIN

+100A1

Hull

+IMC.

Machinery

SS

9/57

CS

9/57

DS

9/60

TS (CL)

P

11/58

S

8/57

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 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.

DCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Listenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?

as Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

AIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

Cyls., Covers, Pistons & Rods

No. 4 - Good

Valves & Gears

No. 4 - Good

Connecting Rods, Top Ends & Guides

No. 4 - Good

Crankpins & Bearings

No. 4 - Good

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANŒUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed, with fresh record of C.S., (with date) when the survey has been completed.

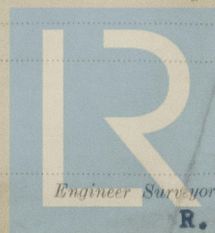
WEDNESDAY 22 NOV 1961

Date of Committee

Decision

Noted for Header

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)



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Lloyd's Register Foundation

Engineer Surveyor to Lloyd's Register of Shipping R. Guy.

005013-005019-0217

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	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)

Damage:

Starboard main engine No.4 cylinder opened up for routine survey, damage found stated caused by fatigue of stud material the time being unknown.

Found:

Piston inboard gudgeon pin securing stud recesses considerably enlarged due to hammering of loose studs and nuts. Gudgeon pin inboard aft securing stud pulled clear of the pin with all internal threads removed, inboard forward stud fractured at mid length.

No Done:

Spare piston and gudgeon pin fitted.

Wear & Tear Repairs:

Starboard Main Engine No.4 bottom end bolts renewed, two top end bolts renewed.

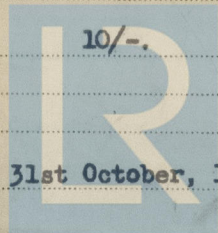
LEAVE THIS SPACE BLANK

Survey fees ... £10 - 0 - 0.

Damage fee ... £10 -10 - 0.

Expenses... 10/-.

Date when A/c rendered 31st October, 1961.



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