

7 NOV 1961

WRIC SECTION

WRECK Rpt. No. 876A  
10 NOV 1961

Date of writing report 31 - 10 - 61 Received London Port Lagos No. 3032  
Survey held at Apapa 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  
 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

WRECK SECTION 876A

Hull		Machinery	
+100A1		+IMC.	
SS	9/57	CS	9/57
DS	9/60	TS (CL) P	11/58
		S	8/57

26372 Gvw

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 Examinations 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.

1. DCKING Propellers ..... Wear Down of Stern Bushes ..... Oil Glands ..... Sea Connections .....  
 2. Has Screwshaft Tubeshaft been drawn? ..... Date of Examination ..... Has Shaft been changed? .....  
 3. Has Shaft now fitted been previously used? ..... Has Shaft now examined/fitted a continuous liner? ..... Approved oil gland? .....

4. MAIN 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	

5. MAIN ENGINE DRIVEN AIR COMPRESSORS  
 6. MAIN ENGINE DRIVEN SCAVENGE PUMPS  
 7. SCAVENGE BLOWERS  
 8. SUPERCHARGERS  
 9. MAIN TURBINES  
 10. EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
 11. STEAM COMPRESSORS  
 12. CLUTCHES & HYDRAULIC COUPLINGS  
 13. REDUCTION GEARING  
 14. THRUST BLOCKS, SHAFTS & BEARINGS  
 15. INTERMEDIATE SHAFTS & BEARINGS  
 16. HOLDING DOWN BOLTS & CHOCKS  
 17. CONDENSERS (MAIN & AUX.)  
 18. STEAM RE-HEATERS  
 19. DE-SUPERHEATERS  
 20. STOP & MANOEUVRING VALVES  
 21. MAIN ENGINE DRIVEN PUMPS  
 22. CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? **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  
Deferred for conf CSM

Noted for Header

© 2021 Lloyd's Register of Shipping Foundation  
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) .....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	STARBOARD	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.

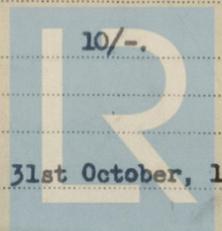
LEAVE THIS SPACE BLANK

Survey fees ... £10 - 0 - 0.

Damage fee ... £10 - 10 - 0.

Expenses... 10/-.

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



© 2021

Lloyd's Register Foundation