

REC'D NEW YORK DEC 4 1958

## Rpt. 9

Date of writing report Dec. 2nd, 1958.

Received London

130 DEC 1958

Port Newport News, Va. No. 7931.

Survey held at Norfolk, Va.

No. of visits 10.

First date Nov. 4th Last date Nov. 29, 1958.

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 83644 Name M.V. "VALMAR"

Gross tons 9720. Date of build 1930 - 8.

Owners Hendron Transport Co., S.A.

Managers

Port of Registry Monrovia.

Engines made Got. By A/B Gotaverken

Type Recip. I.C.

No. of Main Engines 2 No. of Screws 2

Records of Survey &amp; Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 2 W.P. 180

Surveyed Afloat or in Dry Dock Both

Nature of Survey Docking, Modified, &amp; DBS.

Was Damage Report issued? No. Int. Cert.? Yes.

Last Report (For Head Office only)

Hull	Machinery
*100A1 (Dr) 11-52	*LMC.
"Carrying Pet. in bulk"	Engines 9-56
S/S 6-57	Boilers d. 9-56
Docking 6-57	Tail shaft (CL)p.10/55 s. 8/56
	Steam pipes 8-56

OW 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 of 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 Good Wear Down of Stern Bushes P. 3/16", S 1/8" Oil Glands - Sea Connections Good  
Fastenings Good Has Screwshaft/Tubeshaft been drawn? No 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. I.C.)

## PORT

## STARBOARD

1 Cyls., Covers, Pistons & Rods Nos. 2 and 7 Good  
2 Valves & Gears Nos. 2 and 7 Good  
3 Connecting Rods, Top Ends & Guides Side Nos. 2 and 7 Good  
Centre  
4 Crankpins & Bearings Side Nos. 2 and 7 Good  
Centre  
5 Journals & Bearings Nos. 3 and 5 Good

Nos. 2 and 7 Good  
Nos. 2 and 7 Good  
Nos. 2 and 7 Good.  
Nos. 2 and 7 Good  
Nos. 1 and 6 Good.

## 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

## SCAVENGE BLOWERS

## SUPERCHARGERS

## MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts

## EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

## STEAM COMPRESSORS

## CLUTCHES &amp; HYDRAULIC COUPLINGS

## REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS Good Good

24 INTERMEDIATE SHAFTS & BEARINGS Good Good

## HOLDING DOWN BOLTS &amp; CHOCKS

26 CONDENSERS (MAIN & AUX.) Good

## STEAM RE-HEATERS

## DE-SUPERHEATERS

## STOP &amp; MANOEUVRING VALVES

## MAIN ENGINE DRIVEN PUMPS

## CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now surveyed is eligible in my opinion to remain as classed with record of MES. 11-58 and DBS. 11-58.

Date of Committee

Decision

NEW YORK

DEC 10 1958

MES 11-58

DBS 11-58

Noted  
for  
Header

Engineer (Surveyor to Lloyd's Register of Shipping)

H.G. Saunders.

005098-005106-0188 1/2

0188 1/2



32 Essential Independent Pumps (Identify by position) Port and Stbd. Combination Lub. Oil and Sea Water Circ. Good.  
 Donkey Boiler Feed Pumps (2) Stbd. side aft Good. Bilge and ballast pump stbd. side aft Good.  
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers None 36 Lub. Oil Coolers Good 37 Heaters (state service) D.B. Fuel Oil Good.

38 Independent Air Compressors, Coolers & Safety Devices Good.

39 Air Receivers & Safety devices—Main Good.

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure) Good

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam? —

44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position) Port Aft, Starboard aft - Good.

## ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors Port and Stbd. aft Good.
b Exciters			
c Air Coolers			m Motors Good
d Motors			n Switchboards & Fittings Good
e Air Coolers			o Circuit Breakers Good
f Control Gear, Cables, etc.			p Cables Good
g Insulation Resistance			q Insulation Resistance Good
h Insulating Oil Test			r Steering Gear <del>and</del> Motors Good
i Overspeed Governors			s Navigation Light Indicators Good.
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~~ ~~or~~ Port and starboard Good.  
 10th November 1958.  
 Superheaters P & S. Good  
 Safety Valves P & S. Good  
 Mountings, Doors & Fastenings P. & S. 180 psi.  
 Safety Valves Adjusted to { Sat.  
 Spt.  
 Boiler Securing Arrangements P. & S. Good  
 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? Yes Forced Circulating Pumps.  
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good.

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)

## Wear &amp; Tear Repairs

Main Engines Port and Stbd. all fuel injector valves (total of 16 and 8 spares) removed to factory, completely reconditioned, returned to vessel and 16 installed, 8 placed in racks.  
 All exhaust, inlet and air starting valves removed, completely overhauled and replaced.  
 All valve gear rocker arms and rollers rebushed.  
 Main Engine attached low pressure fuel pumps overhauled.  
 Crankcases and lub oil sump tanks completely cleaned out and new oil (4,000 Gals.) replaced.  
 Port and starboard thrusts and Int. shaft bearings opened up, cleaned, adjusted, and closed up in good order.  
 Fuel Oil Transfer Pump, Donkey Boiler Feed Pumps, Bilge and Ballast Pump, main lub oil and sea water Circ. Pumps, completely overhauled and placed in good order.  
 Donkey Boilers 4 safety valve spindles and one valve renewed.  
 A number of tubes rolled and 12 cc. stays ca

Survey fees MES. \$140.00  
 DBS. 60.00  
 Repairs -100.00

Damage fee  
 Expenses... 30.00  
 Late fee 22.00

Date when A/c rendered Dec. 2nd, 1958.

Rpt. 9a.

Port of Newport News, Va.

Continuation of Report No. 7931.

dated December 2nd, 1958 on the

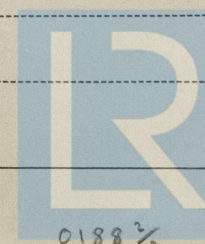
M/V "VALMAR"

A considerable number of defective pipe lines in engine room now renewed, together with valves.

Other more minor repairs effected.

On completion of repairs, main engines given 8 hour continuous dock trial and found satisfactory.

480



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8.30 Buell

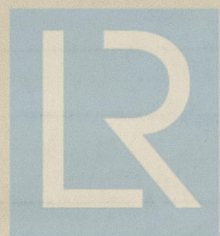
12.31. P. Ling N°7 Journal adj N°6 crank 2 small fire cracks

1.32. (N°8 also suspected but accepted)

7.32 N°7 Crank filed out.

154

all journals slack + 1 crank pin cracked. Stand After Test.  
Started After Section (X) + all journals in  
3 remaining half crank shafts removed + pins  
skinned.



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