

Rpt. 9A

**REPORT OF MACHINERY SURVEYS AND REPAIRS** (Engines and Auxiliaries)  
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

13. DEC. 1966

Ship's Name ~~SS/MS~~

YVONNE

Port Mestre (Venice)

Processing  
Number: LR 515367

Gross tons 8997

Rpt. No. 1539

Port of Registry Piraeus

Date of build 1951/12

Is there a rpt. 8? yes

No. of visits 19

First date 7/9/66

Last date 21/10/66

Interim Cert. issued  
& copy herewith? Rpt. 10Damage rpt. issued  
and copy herewith? no

Last rpt. (H.Q. only)

Date of  
completing rpt. 20th Nov. 1966

Surveyed at, if different from Port above -

Is a rpt. 9B  
attached? yes

MN

(880)

Nature of survey CS-ABS-DS-SPS-Rps.

Survey fees

CS = Lit. 110.000

Damage fee Lit. 140.000 -

Expenses Lit. 38.000

El. Eq. = " 108.000

ABS = " 46.200

DS = " 16.000

PC = 24/9pm-25/9am-1/10pm S.A. fee Lit. 20.750.-

**MAIN ENGINES, RECIPIENTS (DELETE AS APPLICABLE)**

1 Cyls., covers, pistons,  
rods, valves & gears all = good2 Con. rods, crossheads,  
bearings & guides ~~xxx~~

Centre all = good.

3 Crankpins  
(incl. eccentrics)  
& bearings ~~xxx~~

Centre all = good

4 Crankshaft journals  
& bearings

all = good

5 Detuner or  
vibration damper

**MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)**

6 Cyls., covers,  
pistons & rods7 Con. rods, crossheads,  
bearings & guides8 Crankpins &  
bearings9 Journals &  
bearings10 Levers, links &  
bearings11 Coolers &  
safety devices12 Scavenge blowers  
& superchargers

13 Air coolers

14 Crankcase &amp; scavenge doors &amp; explosion relief devices = good

**MAIN TURBINES**

15 Casings, rotors,  
blading, bearings,  
thrusters & 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~~ without fresh record of

SEE RPT. 10 n°. 1539

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

Date of Committee

Minute

*P. Cesari*  
Surveyor to Lloyd's Register of Shipping

(P. Cesari)

ALSO FOR

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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 thus "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	no
21 M.E. steam compressors	22 Intermediate shafts & bearings	yes = good
23 Clutches & hydraulic couplings	24 Steam re-heaters	
25 De-superheaters	26 Forced &/or induced draught fans	
27 Stop & manœuvring valves	28 Holding down bolts & chocks	yes = good
29 Main engine driven pumps (Including fuel injection)		lub.oil = good
30 Condensers (main & aux.)	31 Air ejectors (main & aux.)	aux. = good
32 Have main engines been examined working & manœuvring?		no
33 Essential Independent pumps		all in E.R. = good Transfer pump in forward pump room = good
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?	= good
36 Fresh water coolers	37 Lub. oil coolers	both = good
38 Heaters & safety devices including de-aerator (state service)	39 Pressure feed water filters	
40 Auxiliary air receivers & safety devices	41 Starting air pipes	= good
42 Main air receivers & safety devices		
43 Independent air compressors, coolers & safety devices	44 Oil fuel tanks (not forming part of the hull structure)	s.s. aft = efficient + = good
45 Have all evaporators safety valves been tested under steam?	46 Evaporators	
47 Distillers		
48 Steering machinery	49 Windlass	= good
	50 Machinery spare gear	= good

State  
Port P. or  
Starboard S.Identify  
by  
position

## AUXILIARY ENGINES

aux. diesel engine driving lower 40 kw generator = good  
both aux. steam engines driving upper flat generator = good

## DOCKING

Propeller	good	Sea connections	= good	Oil gland	none
Fastenings & gratings	good			Clearance in stern bush (if relined state clearance before & after)	4 mm
Has screw/tube shaft been drawn?	no			Date of examining shaft & condition	-
Has shaft been changed?	-			Has shaft now fitted been previously used?	no
Has shaft now examined/fitted a continuous liner?	-			Approved oil gland	-

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. DAMAGE : grounding and heavy weather. Dates and places not stated.

NOW DONE : All M.E. components exposed for survey and maintenance and the following renewed or repaired :

Cont.d /.

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 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.

State whether continuation sheet attached

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Ship's Name ~~MS~~ YVONNE

Port Venice

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- 1) M.E. n°. 5 cylinder liner and cover renewed
- 2) M.E. n°. 6 piston and piston rod renewed
- 3) M.E. nos. 1-3-4-6-8 crosshead bearings renewed
- 4) M.E. nos. 1 and 8 bottom end bearings renewed
- 5) M.E. port tie-bolt between n°. 5 and 6 cylinders renewed
- 6) M.E. gear coupling to driven generator renewed
- 7) Forward intermediate shaft bearing remetalled
- 8) Other minor repairs carried out.

All auxiliaries now opened up for inspection and overhauling and the following main renewals or repairs carried out :

- 9) Driven generator re-winded
- 10) Harbour generator diesel engine fitted with new pistons, liners bearings, coolers and valves & gears.
- 11) Aux. steam condenser, F.W. and L.O. coolers and piping carefully cleaned and outboard L.O. cooler fitted with new cover.
- 12) Other minor repairs carried out.

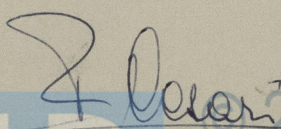
Conditions of class :

- a) M.E. tie bolt, see item 5 under 'Damage'
- b) Propeller and outside fastenings, specially examined in drydock and found in good conditions, gratings on sea valves renewed.
- c) Cooling system specially examined and defective parts renewed or repaired.
- d) after starting air compressor : previously temporary repaired, now specially examined and water chamber casting found leaking in way of previous repairs, now new patch welded in and cooling chamber tested to 7 kg/cmq. and found tight. It was agreed to renew the water chest casing by April 1967. The after air compressor was considered efficient meantime.
- e) Boiler welded stay tubes. All plain tubes in both boilers renewed. Stay tubes specially examined at welded connections to tube plates also by Magnaflux and 4 stay tubes in s.s. boiler and 7 in p.s. boiler found with cracks in welding, now renewed. It was agreed to re-examine all welded stay tubes by April 1967. The boilers are considered efficient meantime.

NOTE : On the 21st October 1966 the Owners' Representative asked to suspend the survey, therefore the following items have not been examined after repairs or for completion of surveys :

- M.E. crankshaft deflection and shafting alignment -
- Testing under working condition of main and all aux. machinery -
- Testing of main switchboard protection working -
- Examination of both aux. boilers under steam -

A Rpt. 10 n°. 1539, as per copy attached, was therefore issued.

  
(P. Cesari)  
Surveyor to Lloyd's Register  
of Shipping.