

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

Received London

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

22. NOV. 1965

Ship's Name SS/MS "NAESS VENTURER" L.R. 524 554

Gross tons 20 899 Port of Registry MONROVIA Port DUNKIRK

Date of build 7.1956 Is there a rpt. 8? YES Rpt. No. DNK 322

No. of visits FIVE First date 16.11.65 Last date 19.11.65

Interim Cert. issued & copy herewith? YES Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)

Date of completing rpt. 19.11.65 Surveyed at, if different from Port above

Is a rpt. 9B attached? YES MN 3000 Nature of survey G.E. C.S.M. REPAIRS

Survey fees Damage fee Expenses

G.E. 120
C.S.M. 200

20

S.A. fee

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

1 Cyls., covers, pistons & rods

2 Valves & gears

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

Side

4 Crankpins & bearings centre

Side

5 Journals & bearings

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

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

17 Reduction gearing (Through inspection doors). Good

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of

C.S.M. (with date) on completion of survey, subject to port turbo alternator being examined under working conditions before the end of February 1966. Also subject to all other conditions at present attached to the vessel's class being dealt with as previously recommended.

ALSO FOR

SPL FOR

NOTED BY
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.)

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

012124-012128-0041

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 subject 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 must 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 blocks shafts & bearings	Good	
22 Steam compressors	23 Intermediate shafts & bearings		
24 Clutches & hydraulic couplings	25 Condensers (main & aux.)	Main • 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			

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)
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36 Essential independent pumps General Service. Starboard main extractor. Forward and after feed pumps for steam generator. All Good.

37 Bilge, ballast & oil fuel suction lines, fittings & controls	Good	38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	Yes
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	
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.

A general examination for postponement of Special Survey until September 1966 held in conjunction with parts now examined for C.S.M.

Because of low vacuum recorded in log books, main condenser opened. Found extremely dirty and previously repaired baffle plate on main door, broken. Satisfactory permanent repair made by cropping and part renewing the baffle with a bolted plate. Condenser cleaned.

Chief engineer stated that governing gear of port turbo generator was not operating satisfactorily. Gear partly dismantled and found good, except that the clearance between pilot valve and bush was greater than original. Cleaned and assembled and generator tried under working conditions on varying loads and found satisfactory. No spare parts were available at this time but these have been ordered and will be fitted. It is submitted that the following be placed in the S.R.L. "Subject to port turbo alternator being examined under working conditions before the end of February 1966."

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.

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Rpt.

(cont.)

Ship's Name SS/MSK "NAESS VENTURER"

Port DUNKIRK

Rpt. No. DNK 322

Minor renewals to the various pumps now examined.

The main reduction gearing was examined through inspection doors only, since time did not permit the lifting of the gear case. The HP and LP primary gear wheels were not crack-detected as required (S.R.L. appendix) and it is therefore submitted that the main gearing should not be credited to C.S.M.

A postponement of Special Survey until September 1966 has been recommended on the report 8.



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