

Rpt. 9

Date of writing report 12.12.56

Received London

21 DEC 1956

Port LE HAVRE

No. 9773

Survey held at LE HAVRE

No. of visits 12

First date 3.11.1956

Last date 16.11.56

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 58012 Name M.V. "DONAI"

Gross tons 9557

Date of build 1953 -1

Owners Cie des Messageries Maritimes

Managers

Port of Registry Dunkirk

Engines made Kiel

By Kieler Howaldtswerke

Type Oil Eng. 2 DA 8 cyl. 720x1200 mm

No. of Main Engines 1

No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers -

W.P. -

No. of Aux./Donkey Boilers 1

W.P. 100 lb

Surveyed Afloat or in Dry Dock both

Nature of Survey part CS

Was Damage Report issued? NO Int. Cert.? yes

Last Report (For Head Office only)

Hull	Machinery
+100 A1	+ LMC N 1/53
carrying oil FP above 150°f. or	BS nd 1/53
veg. oil in MT and veg. oil or	TS CL 10/54
latex in DT a	
Docking 5/56	

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 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.

DOCKING Propellers good Wear Down of Stern Bushes 4 mm 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. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods Nos 2-3-4-6 and 8 from forward, including bottom covers and glands - all good.

2 Valves & Gears Nos 2-3-4-6 and 8 - all good.

3 Connecting Rods, Side Top Ends & Guides Centre Nos 2-6-7 and 8 - all good.

4 Crankpins & Bearings Side Centre Nos 2-6-7 and 8 - all good.

5 Journals & Bearings Nos 2-6-7-8 and 9 - all 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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel is in good and efficient condition and is eligible in my opinion to remain as now classed with Fresh Record of + LMC CS (with date) on completion of the Survey, and DBS 11/56.

Date of Committee FRIDAY - 8 FEB 1957

Decision

32 Essential Independent Pumps (Identify by position) F.W. pump (Inboard, Starboard, Fd bulkhead) salt water pump (Port outboard Fd bulkhead) After lubricating oil pump (back of engines) Bilge pump (Starboard side engine room) - All placed in good order -
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 Main, in entirety, good. 36 Lub. Oil Coolers 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices Starboard forward in entirety - good.
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) No. 1 forward and No. 3 inboard after in entirety including oil coolers examined in entirety and found or placed in good order. Including both forward and after independent/electrically driven cooling water pump (port side aft Engine Room shipside) and Fresh water cooling pump (Port side Aft Engine Room shipside).

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	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~~ Auxiliary oil-fired boiler (port side of engine room) in entirety. Safety valves adjusted.
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to Sat.
Spt.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers good
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 efficient.

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)

REPAIRS - Nos 2-3-4-6 and 8 cylinders opened up, pistons removed, lower covers and glands placed in order, all cylinder lubricating arrangements placed in good order, new liner No. 6, Nos. 2, 7 and 8 top ends re-metalled. No. 2 bottom end re-metalled. Main fresh water cooler stripped, tube nest removed, tubes renewed and 18 stays fitted. Tested on completion. Main Engine exhaust rotary valves and shafting and drive stripped down and placed in order upper section of shaft renewed, 10 roller bearings renewed, 4 damaged rotary valves placed in order. All lubricating arrangements above placed in order. Nos 1 and 3 (No. 1 forward and No. 3 after inboard) auxiliary diesel generator engines stripped and placed in order with the oil coolers ashore cleaned and tested. The forward auxiliary compressor stripped or placed in order. Fresh water pump, salt water pump (both at forward Engine room bulkhead) after lub oil pump bilge pump, all stripped and placed in order. Auxiliary (oil fired) boiler opened up, cleaned and examined internally and externally with mountings and fittings, manhole and hand-hole doors and fastenings, safety valves later adjusted to pressure stated, oil fuel burning arrangements examined with boiler under steam. Exhaust gas boiler (economiser) also examined, safety valves adjusted by Chief Engineer (Certificate attached). Sea connections including overboard discharges opened up examined and placed in order.

LEAVE THIS SPACE BLANK

Survey fees ... Part CS 50.000 --
sea connections 3.750 --
Repair fee 12.000 --
D. B. S. 10.000 --
auxiliary gas Econom. 7.500 --
Damage fee
Rouen 5.000
Expenses... Havre 5.000

Date when A/c rendered

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