

Rpt. 9

Date of writing report 30th March 1960.

Survey held at Antwerp.

Received London

No. of visits 2.

Port of Antwerp.

First date 28.3.60.

Last date 29.3.60.

No. 35480

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 42107 S.S. Name M.V. "SOLVANTI"

Owners N.V. "ANTIGOON"

Managers ---

Gross tons 491 Date of build ---

Engines made --- By Klöckner-Humboldt-Deutz.

Port of Registry Antwerp.

No. of Main Engines 1 No. of Screws 1

Type Oil Engine 4SA 8Cy.

No. of Main Boilers --- W.P. ---

No. of Aux./Donkey Boilers --- W.P. ---

Surveyed Afloat or in Dry Dock Drydock.

Nature of Survey Docking.

Was Damage Report issued? --- Int. Cert.? no.

Last Report (For Head Office only)

Now.

Records of Survey & Special Notations as per Register Book

Hull
100A1 Class Contemplated.

Machinery

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 0.85 mm. Oil Glands tight. Sea Connections ---

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

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side
Centre

4 Crankpins & Bearings Side
Centre

5 Journals & Bearings

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?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is in safe working order and eligible in my opinion to remain as now classed without fresh record of survey.

Date of Committee THURSDAY 12 MAY 1960

Decision As now

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

N. Williams.
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

012678-012685-0230

- 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 | | 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)

Complete.

On account of stated heavy vibration at the after end of the ship, the propeller was removed at this time and an examination made of the fit of the propeller to the cone of the screwshaft, the blades of the propeller were checked for pitch and all blades (four bladed bronze propeller) found sufficiently accurate, no defects could be found in the stern gear and the wear down at 0.85 mm. was normal, the oil gland was examined opened out, found in good order, tested after assembly and found tight.

It was stated that a recent examination (two days prior to drydocking) has been carried out under working conditions by E.I.D., the report of this investigation has not yet been received by the Owners.

At the instigation of the Owners Representative, the ship's spare cast iron propeller has now been fitted after removal of approximately 1" off each blade tip. This has been done as a temporary measure only for experimental purposes. The working propeller has been placed on board as spare.

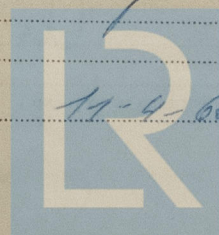
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Survey fees *Exam of Heavy*
Vibration 1000

Damage fee

Expenses... ..

Date when A/c rendered.....



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Docking
Due to heavy vibration reported at aft end of vessel, propeller removed and fit of Propeller on cone checked and Blade pitch checked and all found satisfactory. At Owners' representatives request spare Cast Iron Propeller fitted at this time as an experiment with one inch cropped off each blade tip.
It is submitted that this vessel is eligible to remain as CLASSED.