

Rpt. 9B

REPORT OF MACHINERY SURVEYS AND REPAIRS
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London
20 FEB 1968

Ship's Name SS/MS " B A T A V I E R "

Port Amsterdam

Processing
Number: LR 503797

Gross tons 448

Rpt. No. 28380

Port of Registry

Date of
build

Is there a rpt. 8?

No. of visits

First date

Last date

Interim Cert. Issued
& copy herewith?

Damage rpt. Issued
& copy herewith?

Last rpt. (H. Q. only)

Date of
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A
attached? yes

MN

Nature of survey

Survey fees

Damage fee

Expenses

S.A. fee

BOILERS OPENED UP AND EXAMINED. (Identify by position and state condition and latest date of internal examination of each boiler, economiser or steam generator)

AUXILIARY, DONKEY or PRESS

(State if oil fired—OF
or exhaust gas—EG)

MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors
and fastenings

Safety valves
adjusted to { Sat
Spt

Boiler securing
arrangements

Main economisers

Steam heated
steam generators

Fired boiler forced
circulating pumps

Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers
and their safety valves

Steam generator or
E.G.E. safety valves adjusted to

Funnel

Were oil burning system &
remote controls examined
in accordance with Rules?

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 only 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 9A.

(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

MONDAY 25 MAR 1968

See Rpt 9A

P. A. Wiert.

Surveyor to Lloyd's Register of Shipping

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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 hydraulic-
ally tested the pressure should be stated. Engine parts when referred
to by numbers should be counted from forward.

that date a distinguishing mark must be inserted against the
item and its 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

EXAMINATION AND TESTING OF STEAM PIPES (state material and test pressure and, if selected lengths, identify by position)

MAIN

AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler
smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a	Generators	l	Generators & governors
b	Exciters		
c	Air coolers	m	Motors
d	Motors		
e	Air coolers	n	Switchboards & fittings
f	Control gear cables, etc.	o	Circuit breakers
g	Insulation resistance	p	Cables
h	Insulating oil test	q	Insulation resistance
i	Overspeed governors	r	Steering gear generators & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		
t	Spare gear		all good

u PASSENGER SHIPS Have the emergency source of power and its associated circuits and, where fitted,
the temporary source of power and its automatic arrangements been tested?

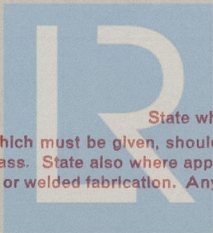
CARGO SHIPS Have the emergency source of power and its associated circuits been tested?

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Vessel placed in drydock and found one propeller blade bent and cracked. Propeller removed and found crack in cone of screwshaft in way of keyway. Same shaft rejected. New tailshaft made, propeller replaced by spare one. Fit of propeller and coupling on new shaft examined and found good.

Marks on new installed tailshaft : Lloyd's DSF 791 HS PZ - JK 5-2-68.

Owner's requested for postponement of special survey for one year time. Examined engine logbook and essential machinery under working conditions. In our opinion a postponement of special survey of one year's time may be granted.



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State whether continuation sheet attached

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