

Rpt. 9

Date of writing report 25-5-56. Received London. Port Rotterdam No. 41453B  
Survey held at Rotterdam No. of visits 3 First date 2-5-56 Last date 5-5-56

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 26576 S.S. Name "SAVONIA"  
Owners Rederi A/B Sömi Managers  
Engines made 1890 By Alley & M' Lellan Type MN 185  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 2 SB W.P. 16 lb  
MN " 2822 W.P. ✓  
No. of Aux./Donkey Boilers ✓ W.P. ✓  
Surveyed Afloat or in Dry Dock in drydock.  
Nature of Survey condition T.S.  
Was Damage Report issued? ✓ Int. Cert.? No.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book	
Hull	Machinery
+100 A1 pt awning dk Dock 6.54 with fhd S.S. (Dr) 7.47 Kel 1.52	+LMC 1.52 B.S. 6.55 T.S. 1.53 CL

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 not taken Oil Glands Sea Connections  
Fastenings Has Screwshaft/Tubeshaft been drawn? 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

For the information of the Committee.

Date of Committee TUESDAY 19 JUN 1956

Decision See Aft 8

30m, 5, 54. T.

2020  
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register  
Foundation

002352-002361-0023

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.



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	PORT	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
		STARBOARD		
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 and Motors.....
j Magnetic Couplings.....				s Navigation Light Indicators.....
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)

The screwshaft was drawn, examined and the cone was found corroded and cracked.  
The spare screwshaft upon examination was severely corroded and quite beyond repair.  
In due course the Owners have decided to sell the vessel for breaking up at Bremen, to which port the vessel has now been towed.

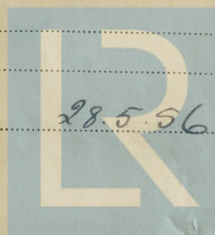
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Survey fees H. 60.-

Damage fee .....

Expenses... H. 6.-

Date when A/c rendered... 28.5.56



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