

17 AUG 1958

Rpt. 9

Date of writing report 25. 7. 58. Received London Liverpool. No. 149769
Survey held at Runcorn No. of visits 1 First date and Last date 11. 7. 58.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. S.S. Name M.V. "SAINT RONAN" Gross tons Date of build

Owners Managers Port of Registry

Engines made By Type

No. of Main Engines No. of Screws Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P. Hull Machinery

No. of Aux./Donkey Boilers W.P. Not in Register Book

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Damage

Was Damage Report issued? No. Int. Cert.? Yes.

Last Report (For Head Office only)

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 Wear Down of Stern Bushes 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

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, as far as now seen, is

eligible in my opinion to remain as classed without fresh record, subject to the propeller

& after end of stern bush being specially examined at next dry docking.

Date of Committee LIVERPOOL - 6 AUG 1958

Decision Do not subject

40m.4.57. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

Foundation

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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)

ELECTRICAL EQUIPMENT

| PROPULSION | 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)

Attended aboard at the request of the Owners representative on account of damage stated to have been sustained by a light wire rope fouling the propeller whilst aground on the Calf of Man on the 9th July, 1958. The vessel was refloated & made passage to Runcorn, under her own power, where she arrived on the 10th July, 1958.

An examination was made of the propeller, outside fastenings & oil gland by a diver who stated that no damage had been caused, see attached report. The Chief Engineers reported no leakage from the stern tube during the passage to Runcorn, where the wire was removed, & no leakage was found on examination. The main engines were tried & found in good order. On account of the foregoing it is submitted that the propeller & after end of sternbush be specially examined at the next drydocking, being considered to remain efficient meantime.

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note
budget as now
28/8/58
28/8/58

SEE PAGE 26261

Alms

Survey fees

Damage fee ... £6-6-0

Expenses

Date when A/c rendered

