

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES

(Received at London Office)

Date of writing Report 8-10-54 When handed in at Local Office 8-10-54 Port of SI

No in Reg. Book. Survey held at Singapore Date. First Survey 11-9-54 Last Survey 11-9-54

55692 on the Machinery of the Wood, Iron or Steel MV CERION

Tonnage Gross 2588 Vessel built at Amsterdam By whom Smits & Co Ltd. Smeat Bank When 1938-12  
 Net 1406 Engines made at Amsterdam By whom Werkspoor NV When 1938  
 MN As Per Rule 223 Boilers, when made (Main) (Donkey) 1938  
 No. of Main Boilers 1 Owners De Nederlandsche Petroleum Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
 HS " " " Managers AND Port London Voyage   
 No. of Donkey Boilers 0415 If Surveyed Afloat or in Dry Dock Kings DD Kippel (State name of Dock.)  
 Steam Pressure—  
 in Main Boilers 190 lbs  
 in Donkey Boilers 190 lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL		MACHINERY	
<u>+100A1</u>	<u>10-53</u>	<u>+LMC CS</u>	<u>4-51</u>
<u>S.S. SNG</u>	<u>4-51</u>	<u>DBS</u>	<u>10-53</u>
		<u>TS CL</u>	<u>10-53</u>

Carrying fuel oil P.P. above 150°F in deep tank

Report No. Port Dkg - CS - DBS

Particulars of Examination and Repairs (if any) Dkg - CS - DBS  
 Particulars of Examination and Repairs (if any) shall be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides the nature and extent of repairs, should be briefly summarised at the end of the report. State also the dates and names of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.  
 Has a special damage report been made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

For what reasons were the Boilers not examined? What parts of the Boilers could not be thus thoroughly examined?

What means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? 14-9-54

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs / 125

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes

Has the shaft now been changed? Yes If so, state reasons 3/32" Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft. 14-9-54 State the wear down in the stern bush. 3/32" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.  
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. CS case - complete

for fresh record of DBS 9-54 how.  
Now DONE - Vessel placed in dry dock, propeller, aft end of steel tube and external fastenings examined  
Now DONE for Advancement of CS: The following main and auxiliary machinery opened examined & found or placed in good order.  
 MAIN ENGINE. Nos 1, 5 & 6 main. cylinders liners, jackets, covers, pistons, piston rods, valves, valve gear.  
 Nos 5 & 6 top & bottom end pins, brasses & fastenings, connecting rods guides & guide shoes.  
 Nos 1, 3, 5 & 7, main bearings, journals & fastenings  
 M.F. attached lub oil pump  
 main thrust shaft, collar pads & bearings  
 Intermediate shaft and bearings P.T.O.

General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The machinery of this vessel, as how seen, is in good condition and eligible in my opinion to remain as classed with fresh record DBS 9-54 how and +LMC CS (with date) on completion of the survey.

Survey Fee (per Section 23) CS £ 375  
DBS £ 100  
 Special Damage or Repair Fee (if any) (per Section 23.) £ : :  
 Travelling expenses (if chargeable) £ 10

Fees applied for 8-10-54  
 Received by me, [Signature]

Committee's Minute TUESDAY - 9 NOV 1954  
 Assigned DBS 954

[Signature]  
 Engineer Surveyor to Lloyd's Register of Shipping.

**Lloyd's Register Foundation**

20m.5.52. T. c. or Ink (u. The Surveyors are requested not to write

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

side Feed Pump in its entirety  
General Service Pump in its entirety  
Air starting Receiver for Kromhout Diesel Generator  
Hydraulically tested to  $2 \times WP$  (700 lbs/sq in)

NOW DONE for D.B.S.:-

Donkey Boiler examined internally & externally with safety valves, mountings, manhole doors & fastenings. Boiler examined under steam & safety valves satisfactorily adjusted at 180 lbs/sq in

Steam smothering installation & O.F. burning system examined & tested under working conditions

REPAIRS effected at this time:

Met. main engine cylinder lines, head, extensive marks: LLOYDS TEST & TESTED to 408 11-12-52 HA

At this time a  $2\frac{1}{2}$ " screw lift G.M. sea suction valve was fitted to a substantially constructed fabricated steel box welded and secured to the shell plate in the engine room (S.S. 2). The opening in the shell plate in way of the suction fitted with F.W double.

A  $2\frac{1}{2}$ " dia suction pipe was led through the aft peak tank to the upper <sup>off</sup> fore peak space, with bulkhead fitting and  $2\frac{1}{2}$ " H.R. valve, satisfactorily secured. An extended sprindle was fitted to the ship side sea suction valve and led to the upper deck.

The fire pump was examined under working conditions & found satisfactory

R.P.D.

Donkey C/A

D.B.S. due 10.11.52

It is submitted that this vessel is eligible for THE

RECORD 21559.54

Spas 451.

Jan 4/11/52



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