

Rpt. 9

Date of writing report 20-6-62
Survey held at Santander

Received London
No. of visits 1

Port Bilbao No. 13308
First date and Last date 18-6-62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 07542 S.S. "CONDESA"
Owners Furness - Houlder Argentine Lines, Ltd
Engines made 1944 By Werkspoor Hawthorn, Leslie & Co. Ltd.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 3 W.P. 125 lbs/ins2
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey General Examination
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Gross tons 10,365 Date of build 4-1944
Port of Registry London
Type 2 - 4 SA 8 cyl.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 A 1 10.59	+ L M C
S.S. 7.57	ES 7.57
	ABS 3.62
	TS (CL&s) 2.57
	SPS 7.57

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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes eGood

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in efficient condition and in our opinion eligible to remain as now classed in the Register Book until the vessel arrives at La Spezia, Italy, to which port the vessel is now proceeding

Date of Committee
Decision

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).....
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		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors Good
b Exciters			
c Air Coolers			m Motors Good
d Motors			
e Air Coolers			n Switchboards & Fittings Good
f Control Gear, Cables, etc.			o Circuit Breakers Good
g Insulation Resistance			p Cables Good
h Insulating Oil Test			q Insulation Resistance Good
i Overspeed Governors			r Steering Gear Generators and Motors Good
j Magnetic Couplings			s Navigation Light Indicators Good
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)

General Examination: A general examination of the machinery for postponement of the engine survey was carried out in accordance with Circular No 1959 and is authorized by the Secretary's Cable dated 14th June, 1962 to Barcelona. The log books were examined, and the machinery examined under working conditions. The Chief Engineer stated that the machinery had been operating satisfactorily. As the machinery operated satisfactorily under working conditions it is submitted that the Owner's application for a postponement of the T.S until arrival at La Spezia, Italy; to which port the vessel is now proceeding be favourably considered.

G.E. per letter 10.6.62 to enable ship to proceed to breaking up parts

It is submitted that this vessel is eligible to remain as CLASSED. until arrival at La Spezia, Italy, where ~~now~~ proceeding.

LEAVE THIS SPACE BLANK

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17.7.62

Survey fees Gen. Ex. 3,628 pts.

Damage fee ...
C/a 300 pts.
Expenses... S/A 100 pts.

Date when A/c rendered



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