

29 DEC 1959

Rpt. 9

Date of writing report 21/12/59
Survey held at Cartagena

Received London
No. of visits 1

Port VALENCIA
First date and Last date 18/12/59
No. 1050

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 27519 Name M.V. "RIO BESAYA"
Owners Naviera Estelar, S.A. Managers -
Engines made 1935 By Allgemeine Elec. Ges. - Berlin Type Oil Engine 2DA 6 Cyl.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 2 db W.P. 170 lbs.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Gross tons 9449 Date of build 1935-11
Port of Registry Panama

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 oil tanker	+LMC-CS 10,55
SS (Dr) 10,55	DBS 4,59
DS 7,59	TS (CL) 5,58

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, { Side
Top Ends & Guides { Centre
4 Crankpins & { Side
Bearings { 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? Yes
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, so far as now surveyed, is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey. Subject to outstanding Conditions of Class being dealt with as previously recommended.

Date of Committee
Decision

TUESDAY 2 FEB 1960

Noted - Sec Ct minute
dated 1st JAN 1960.

For E. Montalbo (Acting Surveyor)

Engineer Surveyor to Lloyd's Register of Shipping

Foundation

007907-007415026

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		ELECTRICAL EQUIPMENT	
PORT		STARBOARD	AUXILIARY EQUIPMENT
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)

In accordance with the instructions contained in letter ref. Classa(S) dated 2/12/59 and enclosure an examination has been made of the main and auxiliary machinery under working conditions and all has been found satisfactory.

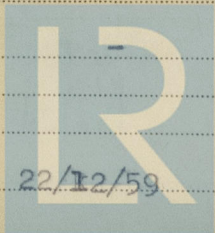
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Survey fees ... 2,500/- Pts.

Damage fee ...

Expenses...

Date when A/c rendered 22/12/59



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