

COPY

LLOYD'S REGISTER OF SHIPPING



Port TRINIDAD, B.W.I.

December 24/57

This is to Certify that

C.G. PURVIS

the undersigned Surveyor to this Society did at the request of the Owners Representative attend on board the S.S. ROBA, 3255 gross tons of Port of Spain on December 18/57 whilst the vessel lay afloat at Point Fortin, Trinidad. The purpose of this survey was to ascertain the nature and extent of damage to the steam driving engines of both electrical generators alleged to have occurred on December 15/57 whilst on a voyage from Guadeloupe to Trinidad.

It was stated that on December 15/57 at 02.15 hours the forward generator engine valve rod crosshead fractured and the after generator engine piston rod fractured at the lower end which resulted in a fractured steam cylinder and top cover. Temporary repairs to the forward generator engine were effected and it was restarted at 12.00 hrs on December 15/57, these were unsuccessful and at 17.00 hours on December 16/57, the valve rod crosshead fracture extended and the valve eccentric rod bent.

For further particulars see vessel's log books.

Upon examination at this time the following damage was found and recommendations made.

<u>Found</u>	<u>Recommended</u>
<u>Forward Generator Engine (stbd side.)</u>	(Single cylinder engine, steam driven (at 120 lbs per sq. inch, driving a (15 KW, 110 Volt DC Generator.
Piston valve rod crosshead fractured completely through the yoke.	Piston valve rod crosshead to be renewed.
Piston valve rod worn and damaged in way of the threaded crosshead connection.	Piston valve rod to be renewed.
Piston valve eccentric rod bent and fractured.	Piston valve eccentric rod to be renewed.

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Found

Recommended

After Generator Engine (stbd side.)

(Single cylinder engine, steam driven at 120 lbs per sq. inch, driving on 8.5 KW, 110 Volt D.C. Generator)

Piston rod fractured in way of the loaded crosshead connection.

Piston rod to be renewed.

Piston fractured and a loose fit in of the taper.

Piston to be renewed.

Steam cylinder and cover fractured in two places in way of the top holding down studs.

Steam cylinder and cover, to be renewed.

At this time repairs were satisfactorily effected to the after generator engine. As a new cylinder and cover for the after generator engine were not immediately available it was agreed to fit a 30 H.P. Lister 18T22 portable diesel generator set (15 KW, 110 volts D.C.) on the after boat deck above the engine room. This was wired up to the shore connection and satisfactorily tested in place.

It is recommended that the after generator engine be repaired and the portable diesel generator set be removed by April/58.

C.G. Purvis
Surveyor to Lloyd's Register of Shipping



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0167 2/2