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18 MAR 1949

Lloyd's Register of Shipping

Port Balboa, Canal Zone,

5th January, 1948.

This is to Certify that

WM. C. COWIN

undersigned Surveyor to this Society did at the request of Owner's Representative, survey the S. S. "ULTRAMARINO" 1,000 tons gross of Oporto, for the purpose of noting the outstanding items and recommendations to complete Special Survey in a view to classification.

On examining the vessel whilst lying afloat at Salina Cruz, Mexico, on 31st December 1947 and 1st January 1948, the undersigned found the following recommendations and items of survey standing:

Port and Starboard bunker tanks to be examined; it is recommended that the cement checks on main deck port and starboard stringer plates in way of bunkers be removed and the connection between stringer and shell plating be made an approved tight connection. Stiffeners on bulkheads and washplates in bunker space between upper and second deck to be cut loose, properly fitted to plating and rewelded in approved manner. Active welding and poorly fitted brackets and connections on bulkheads and bulkheads to be made good. Port and Starboard bunker horizontal stiffeners to be bracketed and welded at tank corners.

All double bottom tanks, fore and after peak tanks, port and starboard bunker tanks to be tested; it is recommended that air pipes be fitted to Nos. 4 port and starboard double bottom tanks and that the air pipes from Nos. 5 port and starboard double bottom tanks be extended above the load water line. The fore peak tank air pipe be fitted with means of closing; the fore peak sounding pipe be fitted with screwed plug to permit rotation of sounding rod, (at present fitted with gooseneck). No. 3 port and starboard double bottom tanks have five filling connections and only 4" air pipes (one port and one starboard); it is recommended that additional area of air pipe be fitted or that the five inch filling connections be removed and the tanks filled through the pumping line. Nos. 4 and 6 double bottom tanks combined air and sounding pipes to be fitted with gauze diaphragms.

Steering gear to be examined under working conditions, it is recommended that stops be fitted to rudder quadrant and that a second means of steering be examined under working conditions.

This certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed and it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Register Book or other publication of the Society, or for any error of judgment, default or negligence of any Committee or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

EQUIPMENT: It is recommended that all three bower anchors be examined and tested, that a stream anchor and towline be supplied. The class be examined under working conditions.

It is also recommended that:-

Several holes in tunnel plating (apparently used for lift-shafts) be efficiently closed.

Several small holes in tunnel escape trunk plating be per-closed.

No. 2 Hold - renew approximately three feet of tie plates, fore and aft after bulkhead port and starboard sides. Renew approximately three feet of wasted tank top margin plate in way of after port side.

Renew approximately six feet of wasted No. 2 double bottom plate No. 1 from forward bulkhead in "B" strake, starboard

large number of unfinished minor items to complete, such as pipes from bridge house cut for bending and not welded, gaskets to fit with rubber seal. Tank top in No. 2 hold to be scaled and coated, tank tops in all holds to scale and in way of ceiling in square of hatch.

Main turbines and gearing - it is recommended that bridge bearings be taken of all rotor and gearing bearings; that clearances of turbine blading and gearing and contact area of turbine teeth be ascertained. The main engine be examined under working conditions and the safety devices operated.

All electrical equipment and auxiliary machinery to be examined under working conditions and safety devices operated.

Note:- The electric motors for the outboard lubricating pump and the main circulating water pump are not on board.

Spare gear to examine; spare bearing bush for the Main engine to remetal and machine, spare bearing bush for second shaft to machine.

Port and Starboard water tube boilers - it is recommended that the boilers and mountings be examined on account of the lapse since last examination.

Further recommended that:-

Safety valves for boilers' safety valve easing gear be supplied and tested. The boilers' and superheaters' safety valves be adjusted under steam. The fuel oil service pumps, the forced draft fans, their motors and turbine be examined under working conditions. The steam smothering system be examined under working conditions. Drip trays be supplied for furnace. Remote controls be fitted for all valves in the machinery connected with the fuel oil burning installation and to the valves of the fuel oil service and transfer pumps. Steam coils observation tank to be fitted with means to detect returns.



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Bolts to be fitted in coupling of tail and line shaft.

Stern gland stated to be packed with one inch packing
other instead of two inch packing, it is recommended
gland be repacked with the correct size packing.

The above recommendations are additional to those made by
Surveyor, October 1945 - that the main gear case cover be
repacked at the first opportunity and that all electric motors
should be tested and fitted with data plates.

Wm B. Cowan

Surveyor to
LLOYD'S REGISTER OF SHIPPING.



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