

REC'D NEW YORK JAN 28 1949

No. 2622

of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 7-MAR-1949)

Report 18th Sept. 1948 When handed in at Local Office 18th Sept. 1948 Port of Balboa, Canal Zone

Survey held at Salina Cruz & New Orleans Date, First Survey 12 Mar. 1948 Last Survey 15 July 1948

the Machinery of the ~~Wood Iron~~ Steel S.S. "ULTRAMARINO" (No. of Visits 5)

4323 Vessel built at Stettin By whom Akt. Ges. "Vulcan" When 1921

2593 Engines made at Bremen By whom Deutsche Schiff-7-Maschb-When 1939

Boilers, when made (Main) A.G. Werk, A. G. Weser. (Donkey)

Owners Julio Ribeiro Campos Owners' Address

Managers Port Oporto Voyage

If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted

(State name of Dock.) Salina Cruz, Mex. & New Orleans precisely as in Register Book & Supplements)

No. Port (with view to Classification)

rs of Examination and Repairs (if any) MS incl. Elrs.)

When held, must be reported in detail and serialim in the terms of the Rules. State clearly the

if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on

age (the cause of which must be stated) should be separated from Repairs due to other causes; and

ailed in the body of the report, should be briefly summarised at the end of the report. State also the

of any letters respecting this case.

where the Surveyor has not made a special damage report he is required to state whether he

ervices for this purpose, and why they were declined

report made by anyone else? If so, by whom?

ersonally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

ie, state for what reasons?

the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the

are himself of the thorough efficiency of those parts of each Boiler?

internal examination of each boiler Present condition of funnel(s)

examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

examine all the mountings of the Main Boilers? and of the Donkey Boilers?

ow been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of

changed? No If so, state reasons - the shaft to permit of it being efficiently lubricated?

fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of

ination of Screw Shaft 14-7-48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

t, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

eyor examine the generators, motors, switchgear, cables and fuses?

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

ot complete, state what arrangements have been made for its completion and what remains to be done

is stated that this vessel was burned, scuttled and sunk by the former German crew near

s, Costa Rica. Salvaged and refloated November 1941, bought by the present owner, taken

Cruz, Mexico, to be repaired with a view to classification with this Society. The vessel

nally classed with Germanischer Lloyd.

S. (Oct. 1945): Main turbines, gearing, line shafting, main condenser attached chain

lge pump, Electrically driven main circulating pump, port and starboard condensate pumps,

nd after lubricating oil pumps liquid ends only. Both main feed pumps, independent

ballast pumps examined. The 4 cylinder diesel engine driving auxiliary dynamo examined.

rical lighting circuits and main switchboard examined. Sea valves opened, cleaned and

(pto)

bservations, Opinion, and Recommendation:— The machinery of this vessel, so far as now

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

eration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or

140 lb., F.D., &c.)

eligible in my opinion to be classed and to receive notations LMC TS 7.48, FD and fitted

Fuel F. P. above 150° F. with dates when the surveys have been completed and subject to

outstanding recommendations being dealt with.

ction 29) Boa 1/2 \$1000-: Fees applied for

Repair Fee (if any) Salv. 1/2 \$1000-: 15-2-1949

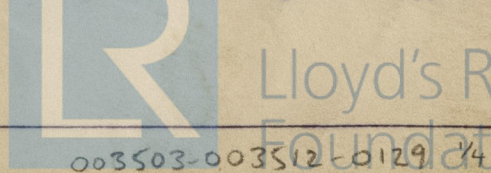
ction 29.) Salv. 1/2 \$517.57 Received by me, 19

s (if chargeable)

s Minute NEW YORK FEB 16 1949

See N. O. S. RPT. NO. 6 RPT.

Engineer Surveyor to Lloyd's Register of Shipping.



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

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

S. S. "ULTRAMARINO"Remaining to be done:

The examination of the pumping arrangements, the Port turbo-dynamo and its hydraulic coupling to Main turbine LP. HS pinion shaft.

The Starboard dynamo turbine to examine.

Steam pipes to test to Rule Requirements.

Main condenser to be tested.

The boiler induced draft fan and its turbine.

The electric motors for main circulating pump.

2 Main Condensate pumps, 1 Aux. Condensate pump, 2 Main engine lub. oil pumps, 2 boiler forced draft fan, Engine Room ventilation motors and their cables.

The 2 main and 1 auxiliary dynamos to be examined.

All machinery to examine under working conditions.

BS: Port and Starboard Water Tube Boilers together with Superheaters and economisers opened up cleaned and examined, together with principal mountings.

Steam smothering installation examined.

Remaining to be done:

The boilers to be examined under steam, main and superheater safety valves adjusted.

Fuel oil burning installation to examine under working conditions and remote controls and safety valve casing gear to examine in operation.

TS: In October 1946 the tailshaft was drawn and examined and found in order. To draw the shaft at this time, the propeller steel hub was cut off, on account of inability to draw same. A new steel hub was in course of being machined in Mexico City, examined at this time, found sound and free from defect in rough machined stage, was subsequently fitted with the vessel afloat. When the vessel was drydocked at New Orleans on 12th July 1948 it was recommended that the propeller be removed to examine its fit and the shaft also be examined for a fresh record.

Repairs: The following repairs were effected at Salina Cruz, Mexico, under the supervision of the Owner's technical representative.

Main turbines HP & LP rotors removed to shop, journal polished, blading cleaned and bearings remetalled. Main gearing shafts' journals machined in place, bearings remetalled and teeth cleaned and honed.

The cracked HP high speed pinion casing and the low speed gear casing brazed and reinforced with bolted steel plates.

Line shaft journals machined in place and bearings remetalled.

Main Condenser tubes, removed, cleaned and tested, tube plates faired.

The steam driven main feed pumps (2), bilge pump (1), ballast pump (1), and the attached chain driven bilge pump, opened, cleaned and minor repairs effected.

The liquid ends of the electrically driven main circulating pump, condensate pumps (2), and lubricating oil pumps (2) opened, cleaned and minor repairs effected.

All bilge and ballast lines cleaned and valves overhauled as necessary.

Main and Auxiliary steam lines and valves cleaned and overhauled.

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The Port turbo-dynamo turbine and its hydraulic coupling to Main Engine LP pinion shaft, starboard turbo-dynamo turbine opened, cleaned, and reassembled.

Port and Starboard Water tube boilers, all boiler generating tubes renewed, casings repaired, baffles and refractory lining and insulation renewed.

Boiler mountings removed, tested to 1470 lbs. hydrostatically. Superheaters and economisers tested 1470 lbs. hydrostatically. Boilers tested hydrostatically to 920 lbs. per sq. inch.

Mechanical stokers and coal conveyor equipment removed, equipment for burning oil fuel installed, with the requisite steam smothering line, oil gutterways, pumps, drip trays steel heating coils.

In October, 1945, Mr. G. Pickering examined the machinery and boilers of this vessel, made recommendations and the work entailed was carried out under the supervision of the Owners technical representative Mr. Kyriakides. When the vessel was next visited in October 1946 to examine the tailshaft the work on the boilers and machinery had been completed and closed up.

In July 1947 the vessel was again visited to examine boilers under steam and the adjustment of the safety valves which proved unsatisfactory also recommendations were made with regard to the fitting of remote control for the Oil Burning Installation, oil gutterway suctions and steam smothering apparatus.

January 1948, a visit was requested by the Owners to report upon the unfinished items, when it was found that the turning gear for the main engine had been fitted with an additional train of worm gear and the 5 HP electric motor replaced by a 10 HP motor, it was recommended that all clearances and tooth contact be ascertained and corrected as necessary. (See Report 10 dated 5th January 1948).

On account of unfavourable conditions at Salina Cruz in July 1948, the vessel was towed to New Orleans, La., for completion of survey and repairs.

A visit was made to New Orleans on 12th July 1948 and with the vessel on drydock - the propeller and tailshaft examined and found in good order and arrangements were made for the outstanding items of survey and the following recommendations to be dealt with.

Outstanding recommendations:

Main turbines and gearing - that all clearances of blading and bearings, and contact of teeth be checked.

That the steam pipes for operation of the HP and LP turbines independently be supplied.

The journals of the line shafting be examined.

The turbines of both dynamos be again examined on account of their long disuse and to obtain particulars.

The main engine to be examined under working conditions and safety devices operated.

All electrical motors and power cables to examine, motors and switchboard to be fitted with data and name plates.

Certificates of test for all motors to supply.

Spare gear to examine and brought up to Rule Requirements including the re-metalling of the spare bush for the main gear wheel and the machining of the

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spare bearing bush for second reduction shaft.

Main Boilers to examine under steam, all safety valves to be adjusted. The fuel oil service pumps to examine. The fuel oil service pumps, the forced and induced draft fans, their motors and turbine to be examined under working conditions. Remote controls to be fitted to bunkers suction valves and to the steam valves of the transfer and service pumps.

Steam heating coils observation tank to have means to detect oil in returns.

Main gear case cover to be renewed at the first opportunity.

The following recommendations were made to be carried out at New Orleans, La., on account of the lack of facilities at Salina Cruz, Mexico, and the lapse of time since examination of the various machinery.

The turbines and gearing be examined.

H. P., and L. P., rotors be balanced.

The line shaft journals be examined.

The turbines of the port and starboard dynamos be examined.

The steam pipes be annealed and tested.

All pumps be opened, and cleaned as necessary.

The main boilers, superheaters, economisers and mountings be again examined, the boilers examined under steam and the survey completed.

All electrical equipment be examined and tested.

The machinery to be examined under working conditions and safety devices operated.

W. B. G.



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