

Rpt. 9

Date of writing report 11th November, 1960. Received London Port HAVANA, Cuba. No. 1857
 Survey held at Havana, Cuba. No. of visits 8 First date 16th Sept, 1960 Last date 7th Nov, 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 77618 Name M.V. "RIO ESCONDIDO" Gross tons 1183 Date of build 1945
 Owners Corinto Steamship Co. Managers Port of Registry Monrovia

Engines made St. Louis By Nordberg Mfg. Co. Type

No. of Main Engines 2 No. of Screws 2

No. of Main Boilers W.P. Records of Survey & Special Notations as per Register Book

No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock Both

Nature of Survey C.S. & Drydocking

Was Damage Report issued? Int. Cert.?

Last Report (For Head Office only)

Hull		Machinery	
BS	10-59	MBS (C.S.)	11-58
SS	10-58	P & S.	10-58

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 Good Wear Down of Stern Bushes Port 1/16" Sta. 1/16" Glands Sea Connections Good

Fastenings Good 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 Nos. 1 to 8 good Nos. 1 to 8 good

2 Valves & Gears Nos. 1 to 8 good Nos. 1 to 8 good

3 Connecting Rods, Top Ends & Guides Nos. 1 to 8 good Nos. 1 to 8 good

4 Crankpins & Bearings Nos. 1 to 8 good Nos. 1 to 8 good

5 Journals & Bearings Nos. 1 to 10 good Nos. 1 to 10 good

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

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 Good Good

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Good Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as classed with record of Machinery (C.S.) with date when survey has been completed.

Date of Committee NEW YORK NOV 30 1960

Decision AS LOW

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 Engineer Surveyor to Lloyd's Register of Shipping
 Anselmo del Moral
 003763-003768-0150

If certificate is required state where to be sent.

- 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) Generator diesel engine No. 2 at Port side inboard completely overhauled and all cylinders, covers, pistons, valves & gears, connecting rods, top end & guides, crankpins & bearings, journal & bearings examined and found or placed in good order. Engine driven pumps also examined and found or placed in good order. Generator Megger tested and found satisfactory.

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

Now Done for Drydocking: Vessel placed on Marine Railway, propeller and all outside fastenings of the ship's side connections were examined and found or placed in good order.

The ship's side valves were opened, examined, ground in and replaced in good order.

Wear & Tear Repairs: Port main engine: All (8) connecting rod top end bushings renewed.

All 8 crankpin bearings renewed, all (10) journal bearings renewed. All inlet & exhaust valves renewed.

All piston rings on 8 cylinders renewed. Salt and fresh water pumps driven by main engine impellers renewed.

Generator diesel engine No. 2 at Port side inboard; all piston rings renewed. crankpin bearings & journal bearings renewed.

A number of minor repairs were also carried out at this time.

Starboard Main Engine: All (8) crankpin bearings renewed, all (10) journal bearings renewed. All inlet and exhaust valves renewed, all piston rings in all 8 pistons renewed. Salt & fresh water pumps driven by main engine, impellers renewed.

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Survey fees \$100.00

Damage fee

Expenses.....

Date when A/c rendered..... 10th Nov. 1960



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19.11.61
5-11-61
C. S. Caldwell
Noted.
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