

Rpt. 9

Date of writing report July 12, 1960
Survey held at Willemstad, Curacao. N. A.
Received London
No. of visits 3
Port Curacao. N. A.
First date June 30,
Last date July 8, 1960.
No. 6012

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 20631 Name S.S. "MANUELA"
Owners N.V. Curacaesche Scheepv. Maats. Managers
Engines made By Rotterdamsche D.D. Maats. Rotterdam
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers 2 W.P. 180 lbs.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock
Nature of Survey
Was Damage Report issued? Int. Cert.?
Last Report (For Head Office only)
Gross tons 2676 Date of build 9-24
Port of Registry Willemstad
Type 6 Cy. 123/4" 20 1/2" x 33 7/8" x 24 7/16"
Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100A1	Oil Tanker	+1MC	
S.S.(Dr)	11,49	E.S.	2,58
S.S.	2,58	M	3,59
D.S.	3,59	CL p&s	3,59

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 P 2 mm, S 2 1/2 mm Oil Glands Sea Connections
Fastenings Good Has Screwshaft been drawn? No 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, Top Ends & Guides

4 Crankpins & Bearings

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 & MANEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, as far as now seen, is in good condition, and eligible in my opinion to remain as classed, with fresh record of MBS 7,60 now, subject to aft pumproom port sea inlet valve chest being renewed at next Drydocking.

Date of Committee

Decision

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

TUESDAY 27 SEP 1960

MBS 7.60 subject

Engineer Surveyor to Lloyd's Register of Shipping

004019-004028-0198

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	PORT	ELECTRICAL EQUIPMENT	
		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 Port and Starboard July 6, 1960.

AUXILIARY, DONKEY or PRESS

Superheaters.....

Safety Valves..... P&S Good

Mountings, Doors & Fastenings..... P&S Good

Safety Valves Adjusted to { Sat. P&S 180 lbs. per sq. inch.

{ Spt.

Boiler Securing Arrangements..... P&S Good

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?..... Yes..... Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel..... Good

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)

Starboard Propeller:- Found circumferential fracture in propeller boss between two blades.

Propeller now replaced by previously used bronze propeller, marked:- LLOYD'S P.M.B.

3443 22-12-32.

Sea Connection:- On leaving Drydock on July 2, 1960 port sea-inlet valve chest in aft pumproom found

leaking in way of valve seat.

A cement box with strongback temporarily fitted now.

Recommended this valve chest to be renewed at next Drydocking.

LEAVE THIS SPACE BLANK

Survey fees MBS Fls.160.00

Sea-Connect. " 50.00

Damage fee 10.00

Expenses... ..

Date when A/c rendered



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