

5 SEP 1960

Rpt. 9

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

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 20631 Name ~~MAN~~ "MANUELA" S.S. Gross tons 2676 Date of build 9-24
Owners N.V. Curacaosche Scheepv. Maats. Managers Port of Registry Willemstad
Engines made By Rotterdamsche D.D. Maats. Rotterdam Type 6 Cy. 123/4" 20 1/2" x 33 7/8" x 24 7/16"

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)

Hull		Machinery	
+100A1	Oil Tanker	+IMC	
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 ~~WOODS~~ 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 { Side
Centre
4 Crankpins & Bearings { Side
Centre
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

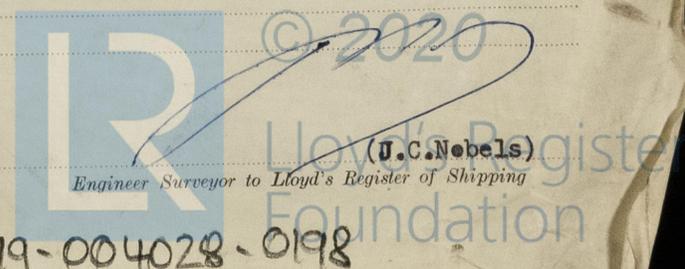
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANGEUVRING 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 pumphoom port sea inlet valve chest being renewed at next Drydocking.

Date of Committee TUESDAY 27 SEP 1960
Decision MBS 7.60 subject



004019-004028-0198

REGISTRY

REGISTRY

This Certificate... While the... understood that... machinery in... for any error... of the Society... (Cert. B.1.) 20

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).....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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
Expenses... 10.00

Date when A/c rendered.....

