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No. 620

EPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 31 JAN 1955)

Date of writing Report 27/1/55 19 When handed in at Local Office 28/1/55 19 Port of VALENCIA

o in Book. Survey held at Cartagena Date. First Survey 22/12/54 Last Survey 20/1/55 19 (No. of Visits 19)

5174 on the Machinery of the ~~Wood/Iron or~~ Steel MV "RIO DEVA"

age { Gross 7912 / Net 4971

660 MN

of Main Boilers -

of Donkey Boilers 2

m Pressure— Main Boilers -

Donkey Boilers 150lbs

Vessel built at Newcastle By whom Armstrong Whitworth & Co. (Shipbuilders) When 1930 Month 11

Engines made at Newcastle By whom Armstrong, Whitworth & Co. (Engineers) Ltd. When 1930

Boilers, when made (Main) - (Donkey) 1930

Owners Naviera Estelar, S.A. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers Fernando M. Pereda Port Panama Voyage -

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Cartagena

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 2,54		+LMC-CS 12,50
Reclassed 2,46		DBS 11,53
SS Got. 9,50		CL 2,54
Carrying Petroleum in bulk		
OIL ENGINES		Sltd D. Blr. not to be used until required
CONTINUOUS SURVEY		

t Report No. Port

ticulars of Examination and Repairs (if any) Dkg. & Mchy. repairs

odical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and ils of any letters respecting this case -

mage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined -

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

he Surveyor personally go inside each Main Boiler separately and make a through examination at this time? -

" " Donkey " " "

, state for what reasons Boilers under steam What parts of the Boilers could not be thus thoroughly examined? -

special means, in the absence of internal examination, were adopted by the veyor to assure himself of the thorough efficiency of those parts of each Boiler? -

latest date of internal examination of each boiler - Present condition of funnel(s) Good

he Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

he Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

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

he Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

e Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? -

e screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

haft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the rn bush 3·3 mm. Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

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

e parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the C.S. please see orm 7E.

OW DONE FOR DOCKING:

Vessel in dry dock -examined propeller, aft end of stern bush and outside fastenings f sea connections and all found in good order. Wear down of 3·3 mm.

OW DONE FOR MACHINERY:

The Main Engine Nº 4 and 8 cylinder liners renewed and the Nº 7 piston renewed.

All Main Engine crankshaft bearings examined and numbers 1, 2, 3, 5, 6, 7, 8, 9 & 10 ower halves remetalled. The top halves of Nº 4, 7 and 10 also remetalled.

Deflection readings checked and found in order.

The lubricating system drained and cleaned.

The main compressor L.P. valve suction and delivery chest renewed.

ck trials & sea trials were held following these repairs with satisfactory results. was then stated that the vessel would proceed direct to England for breaking up.

ral Observations, Opinion, and Recommendation :—

(State clearly 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) OS 3,34

The machinery of this vessel, so far as now surveyed, is eligible in opinion to remain as now classed with record of +LMC-CS (with date) when the survey has en completed.

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

ee (per Section 23) Mchy.rep. Pts. 2.500'-
Sunday Fee Pts. 500'-
amage or Repair Fee (if any) £ : : (per Section 23.)
g expenses (if chargeable) Pts. 1.750'-

Fees applied for, 27/1/55 19
Received by me, 19

For E. Montalbo & self
Engineer Surveyor to Lloyd's Register of Shipping.

ttee's Minute FRIDAY 18 FEB 1955

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