

Rpt. 9

Date of writing report 27.10.60. Received London 10 NOV 1960 Port LONDON No. 143696  
Survey held at London No. of visits 1 First date 19.10.60 Last date 19.10.60.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 78912 Name <sup>XX</sup> "SAN ELISEO" M.V. Gross tons 8210 Date of build 2-1939  
Owners Eagle Oil & Shipping Co.Ltd. Managers - Port of Registry London  
Engines made 1939 By J.G.Kincaid & Co.Ltd., Greenock Type B&W. 4SA 8cy.  
No. of Main Engines 1 No. of Screws 1  
Records of Survey & Special Notations as per Register Book

	Hull	Machinery
No. of Main Boilers - W.P. -		
No. of Aux./Tubex Boilers 2 W.P. 180lb.		
Surveyed Afloat or in Dry Dock Drydock		
Nature of Survey Docking & Rprs.	*100A1 oil tanker. 3-60 S.S.(Dr) 1-58	*LMC. C.S. 1-58 ABS. 3-60 TS.CL. 2-60 SPS. 6-56
Was Damage Report issued? No Int. Cert.? Yes.		
Last Report (For Head Office only)		

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 Not recorded Oil Glands - Sea Connections -  
Fastenings Good Has Screwshaft Tubeshaft 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 & MANOEUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?  
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is in efficient condition and eligible in my opinion to remain as Classed without fresh record of survey subject to the main engine No.5 port tie bolt being dealt with at port of repair in the U.K. or Continent before commencing a voyage abroad in ballast or with cargo and to any outstanding Conditions of Class being dealt with as previously recommended.

TUESDAY 29 NOV 1960  
Date of Committee  
Decision As now subject



If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

M.V. "SAN ELISEO"

It is recommended that the main engine No.5 port tie bolt be dealt with at port of repair in the U.K. or Continent before commencing a voyage abroad in ballast or with cargo, meantime considered efficient.

*E. D. Cook*

Surveyor to Lloyd's Register  
of Shipping.

E. D. COOK

- 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	
PORT	STARBOARD	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)

At the request of the Owners Superintendent attended the vessel to examine temporary repair to main engine tie bolt. The Chief Engineer stated that No.5 port tie bolt was found broken just inside the top nut on the 13th October, 1960 on voyage from Marseilles to London, a temporary repair was then carried out by removing the thick washer on the cylinder top & refitting the nut on the broken end of the tie bolt, all adjacent bolts were hardened up and found efficient.

The Superintendent stated that the vessel was proceeding to the River Blackwater to lay-up until such times as a decision was reached as to whether the vessel would be retained or broken up.

Damage repairs to No.1 unit (previously reported from Algiers) would be dealt with at a Docking Survey prior to the vessel returning to service if such a decision were reached. This information was coupled with a request that repairs to No.5 port main engine tie-bolt be deferred to coincide with repairs to No.1 unit.

This request in my opinion merits the favourable consideration of the Committee.

SEE FOLLOWER.

LEAVE THIS SPACE BLANK

Survey fees ...  
Machy. Examm. £5. 5. 0.  
Damage fee ...  
Expenses .. 3. 6.

Date when A/c rendered 2- NOV. 1960