

Rpt. 9

Date of writing report 27.10.60.

Received London 10 NOV 1960

Port LONDON

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 M.V. "SAN ELISEO"

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

No. of Main Boilers - W.P. -

No. of Aux./Docking Boilers 2 W.P. 180lb.

Surveyed Afloat or in Dry Dock Drydock

Nature of Survey Docking & Rprs.

Was Damage Report issued? No Int. Cert.? Yes.

Last Report (For Head Office only)

Hull	Machinery
*100A1 oil tanker. 3-60	*LMC. C.S. 1-58
S.S.(Dr) 1-58	ABS. 3-60
	TS.CL. 2-60
	SPS. 6-56

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, Side
Top Ends & Guides 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

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	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)

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.

Survey fees ..
Machy. Examm. £5. 5. 0.

Damage fee ..
Expenses .. 3. 6.

Date when A/c rendered 2 NOV 1960