

Rpt. 9

Date of writing report 29. 7. 58

Survey held at GEELONG

Received London

No. of visits TWO

Port MELBOURNE

First date 20. 7. 58

No.

Last date 21. 7. 58

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 27216 Name M.V. ~~XXXX~~

"SAN VIRGILIO"

Owners Eagle Oil & Shipping Co. Ltd., Managers

Gross tons 8284

Date of build 8 - 1945

Engines made NWC

By Hawthorn Leslie & Co. Ltd

Port of Registry London

No. of Main Engines 1 No. of Screws 1

Type Oil Eng 4 SA 8 Cy

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers 2 W.P. 180 p.s.l.

Surveyed Afloat or in Dry Dock AFLOAT

Nature of Survey C.S.

Has Damage Report issued? NO Int. Cert. YES

Is Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
1100 AI 11,57	* LMC
S.S. SHL 2,54	CS2.54
	d 12.57
	CL 9,55 SP 12,57

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 Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft/Tubeshaft been drawn? 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.) ~~XXXX~~

Cyls., Covers, Pistons & Rods NO. 1. - GOOD

~~XXXX~~

Valves & Gears

Connecting Rods { Side  
Top Ends & Guides { Centre

Crankpins & Bearings { Side  
Centre

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

TOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

RANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS This vessels machinery, so far as seen, is in good condition and eligible in my opinion to remain as classed with record C.S. (with date) noted in the Register Book when the Survey has been completed.

Date of Committee

Decision

THURSDAY 14 AUG 1958

Deferred for comp CS (by 11.58)

SGD.

A.L. SIMPSON

Engineer Surveyor to Lloyd's Register of Shipping

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005038-005046-0161



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

Generators

Exciters

Air Coolers

Motors

Air Coolers

Control Gear, Cables, etc.

Insulation Resistance

Insulating Oil Test

Overspeed Governors

Magnetic Couplings

Air Gap

AUXILIARY EQUIPMENT

Generators & Governors

Motors

Switchboards & Fittings

Circuit Breakers

Cables

Insulation Resistance

Steering Gear Generators and Motors

Navigation Light Indicators

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)

REPAIRS (WEAR AND TEAR)

No.1 cylinder cover found fractured in way of inlet valve pocket, approx.12 inches circumferentially.

A spare cover, liner and skirt now satisfactory fitted to this cylinder.

The spare liner was marked :- "Lloyd's No.26443 Tested 1200 p,s,i, 24-8-53"

The spare skirt was marked:- "Lloyd's 35851 No.3 Tested 75 p,s,i 29-11-57 T.P.G"

No marks were discernable on the spare cover

Survey fees £10. 0. 0

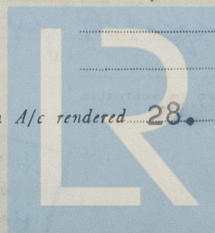
Damage fee

Expenses £ 7. 16. 0

Date when A/c rendered 28. 7. 58.

C.S. Advanced.  
It is submitted that this  
vessel is eligible to remain  
as CLASSED.

LEAVE THIS SPACE BLANK



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