

3 AUG 1961

DIS/650

Rpt. 9

Date of writing report 18th July, 1961

Received London

Port Gothenburg

No. 26891

Survey held at Gothenburg

No. of visits 7

First date 16th June

Last date 17th July, 1961

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

10944
No. in R.B. 92297 Name S.S. "FERNANDO"
Owners Nav. Caribe Agraubard S.A. Managers ---
Engines made 1943 By Pacific Bridge Co., Alameda Type Triple expansion steam engine
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 250 lbs/sq.inch
No. of Aux./Donkey Boilers 0 Spt. 220 lbs/sq.inch
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Part MBS and Boiler Damage
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only) 26804 GOT

Records of Survey & Special Notations as per Register Book	
Hull	Machinery
100A1	LMC 3,56
5,60	MBS 6,60
	sps 6,56
SS 6,56	
EW NS	TS CL 5,60

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? 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 & MANŒUVRING 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 ship, so far as now seen, is eligible, in my opinion, to remain as classed with fresh record of MBS 6,61 on completion of the survey.

Date of Committee MONDAY 14 AUG 1961
Decision Referred for comp. MBS. & ES (by 9.61)

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

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Bridgman's Register
Engineer Surveyor to Lloyd's Register of Shipping
Foundation
009848-009859-0078 1/2

Not required.
If certificate is required state where to be sent

26891.

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)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Starboard - Good
(21st June, 1961)

Superheaters Stbd - Good

Safety Valves Stbd - Good

Mountings, Doors & Fastenings Good - Starboard

Safety Valves Adjusted to { Sat. 160 lbs. per square inch
Spt. 160 lbs. per square inch

Boiler Securing Arrangements Starboard - Good

Main Economisers

AUXILIARY, DONKEY or PRESS

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Stbd - Yes

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)

Damage:

Damage to the starboard main boiler stated to have been caused on the 13th June, 1961, whilst the ship was lying in the port of Gothenburg due to lack of water.

On examination most of the tubes found to be badly burnt and leaky, and had to be renewed.

Due to very limited time it was not possible to obtain calssed tubes. Check tests were therefore carried out on available boiler tubes by Chalmers Provningsanstalt with satisfactory results.

818 of a total amount of 822 boiler tubes were renewed.

On completion of repairs the boiler was hydraulically tested to 180 lbs. per square inch, and found to be sound and tight.

Note:

Due to an unfortunate misunderstanding the safety valves of the starboard main boiler and superheater were adjusted under steam to 160 lbs. per square inch instead of the pressure of 250 lbs. for the boiler and 220 lbs. for the superheater as per the Register Book.

(Continued)

Survey fees ... Kronor 260:00,

Damage fee ... Kronor 350:00,

Expenses... Kronor 23:00,

Spec.att Fee Kronor 70:00,

Date when A/c rendered 18th July, 1961.

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of Gothenburg.

Continuation of Report No. 26891 dated the 18th July, 1961, on the

Machinery of the Steamer "Fernando", of Barranquilla, No.92099 in the Register Book Supplement.

The Owners and the staff of the ship have now been informed, and they will arrange for the safety valves to be adjusted to the right pressure.

To complete the Main Boiler Survey:

Port main boiler and superheater to be examined and their safety valves to be adjusted under steam.

Note:

At the request of the Owners survey was held by Björn Fridén on Wednesday the 12th July, 1961, between 18:00 and 19:30 o'clock.

B. Fridén

FRIDAY 17 NOV 1961

FRIDAY 24 NOV 1961

GENERAL COMMITTEE

17 DEC 1961

Classing Committee's decision confirmed.

1961



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