

12 MAY 1960

Rpt. 9

Date of writing report 11:3:60

Received London

Port Rio de Janeiro

No. 7545

Survey held at Rio de Janeiro

No. of visits Two

First date 26:2:60

Last date 5:3:60

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 14615 Name S.S. "MARISA" ex "HOLSTEIN"

Gross tons 1355 Date of build 4 - 1930

Owners Empresa de Navegação Aliança Ltda

Port of Registry Rio de Janeiro

Engines made Gls. By D. Rowan & Co. Ltd.

Type T 3 Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. 200 lb.

No. of Aux. Boilers 1 W.P. 200 lb.

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey MBS commencement

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

Last Report (For Head Office only)

2229

SAN

| Hull              | Machinery  |
|-------------------|------------|
| +100A1 (Dr) 10/55 | +LMC 10/55 |
| DS 9/58           | MBS 9/58   |
|                   | ABS 9/58   |
|                   | CL 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 K.L.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

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

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? NO

OPINION OF MACHINERY AND RECOMMENDATIONS Eligible, in my opinion, to remain as classed without fresh record of survey, subject to Starboard boiler combustion chamber stays (E.W.) being specially examined & dealt with as found necessary by the end of 6,60 (3 months limit), also to Centre (auxy.) boiler not being used until repaired.

Date of Committee TUESDAY 17 MAY 1960

Decision Deferred for ESE & GE (Subject)

40in.4,57. T. (MADE AND PRINTED IN ENGLAND.)

(Ass record withheld)

Noted for Header

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F.N. Tanner.  
Engineer Surveyor to Lloyd's Register of Shipping

010537-010544-0216

If certificate is required state where to be sent.



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

Surveys  
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Parts NO

This Certificate is issued by the Committee of the Society of Lloyd's Register of Shipping, London, and is valid for the purpose of the Merchant Shipping Act, 1894, and the Merchant Shipping Act, 1906, and the Merchant Shipping Act, 1924, and the Merchant Shipping Act, 1939, and the Merchant Shipping Act, 1954, and the Merchant Shipping Act, 1959, and the Merchant Shipping Act, 1960.

Cert. B.1. (C.S.)



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 .....                  |      |           | 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 Starboard. 26:2:60 See report. AUXILIARY, DONKEY or PRESS .....  
Centre 26:2:60 See report. ....

~~Superheaters~~

Safety Valves ..... Good.  
Mountings, Doors & Fastenings ..... Good.

Safety Valves Adjusted to SATX 170 p.s.i. (Starboard boiler only)  
DSEK .....

Boiler Securing Arrangements ..... Good

~~Main Economisers~~

~~Exhaust Gas Heated Economisers~~

Steam Heated Steam Generator ..... Steam Generator Safety Valves Adjusted to Yes

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps ..... None

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Yes

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)

Starboard Boiler: Combustion chamber stays (various) found to have been electric welded on account of leakage. Boiler satisfactorily hydraulically tested & safety valves adjusted under steam to 170 p.s.i. It is recommended that E.W. repairs to C.C. stays be specially examined & dealt with as found necessary by the end of June, 1960 (3 months limit), being considered efficient meantime, also to fresh record of survey being withheld meantime.  
Centre Boiler: Bottom shell plate internally found to have been electric welded in way of extensive wastage over entire area. All plain tubes found wasted. Owners state that they do not intend carrying out extensive repairs at this time, but do not intend using this boiler until repaired. They further state that they are studying the possibility of carrying out boiler repairs in Europe in the near future. It is therefore recommended that the Centre boiler not be used until repaired.  
Circular 2144: The Centre Boiler (formerly recorded as Auxiliary) can be connected to the main steam range, it is therefore considered that this boiler be considered as a Main Boiler.

Survey fees Part MBS £ 8,000.00  
Early attendance 1,300.00

Damage fee ...

Expenses... 200.00

Date when A/c rendered 11th March, 1960.