

WRECK SECTION

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 113 DEC 1956)

Date of writing Report 29th Oct. 1956 When handed in at Local Office 19 Port of Suez

No in Reg. Book. Survey held at Suez Date. First Survey 6th October Last Survey 27th October 1956 (No. of Visits 2)

72551 on the Machinery of the ~~Wood~~ ~~Iron~~ ~~or~~ ~~Steel~~ M.V. "OPALIA"

Tonnage { Gross 6195 Vessel built at Amsterdam By whom Nederl. Dok Maats When 1938 5
 Net 3596 Engines made at ditto By whom N. V. Werkspoor When 1938 5
 MN As Per Rule Boilers, when made (Main) (Donkey) 1938
 No. of Main Boilers Owners SHELL PETROLEUM Co. LTD. Owners' Address (if not already recorded in Appendix to Register Book.)
 " " " Managers ditto Port London Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock (State name of Dock.)
 Steam Pressure in Main Boilers
 in Donkey Boilers 180lb

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
+100A1	+LMC
ss Suz. (Dr) 6,55	CS 6,55
Docking 5,56	DBS 6,56
	CL 5,55
	Steam pipes 6,55
	Carrying petroleum in bulk.

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage to windlass
Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on count of damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. Offered and declined.

Was a damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What was the latest date of internal examination of each boiler? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of screw shaft. State the wear down in the stern bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

When engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Attended on board at Master's request on account of damage to windlass stated to have been sustained on 4th October 1956 at 23.13 hrs. whilst mooring at Ras Gharib in heavy weather. The Master stated that simultaneously as the port wire took the strain the vessel pitched and the wire held firm resulting in the following damage to the windlass.

FOUND	RECOMMENDED
Main shaft torn loose from bearings and shaft with port barrel bent forward at an angle of about 25° to forward from the centre driving wheel. The port frame structure fractured below bearing.	Shaft to be straightened, set in lathe and checked for truth. New port frame structure to be cast and fitted and bearing bushes to be renewed.

On completion of repairs the windlass was examined under working conditions and found satisfactory. Interim Certificate issued, copy attached.

General Observations, Opinion, and Recommendation:—
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The Machinery of this vessel so far as now seen is in good condition and eligible in my opinion, to remain as classed without fresh record of survey.

Fee (per Section 23) £ E 20.000 Fees applied for, 29/10/1956
 Additional Damage or Repair Fee (if any) £
 Sunday Att. (per Section 23.) £ E 8.000 Received by me,
 Other expenses (if chargeable) £ E 0.200

Committee's Minute Assigned As now.

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



011330-011340-0212

Windlass repairs.

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



8 JAN 1957



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Foundation