

DISCLOSED SECTION No.

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-8 JAN 1962

Rpt. 9

Date of writing report 14th December, 1961 Received London Rio de Janeiro No. 8195
Survey held at Rio de Janeiro No. of visits 5 First date 30th Novem. Last date 14th December, 1961.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29720 SS. Name M.V. "SANTA CECILIA" Gross tons 483 Date of build 1875
Owners Transportes Maritimos 1001 Ltda Managers - Port of Registry Rio de Janeiro

Engines made Fkn By Alpha-Diesel A/S Type Oil Engine
No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book 1

No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey Dkg. & T.S.
Was Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Hull	Machinery
100A1	LMC 8/59
Classed 10/51	NE 8/59
SS 8/59	TS 8/59Nb
DS 8/59	

Yes
Now

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 Good fit Oil Glands None Sea Connections =
Fastenings Good Has Screwshaft/Torque been drawn? yes Date of Examination 11:12:61 Has Shaft been changed? no
Has Shaft now fitted been previously used? Has Shaft now examined and a continuous liner? no Approved oil gland? no

MAIN ENGINES (Recip. Steam or I.C.) ~~NOBT~~ ~~NOBT~~

- 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

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

OPINION OF MACHINERY AND RECOMMENDATIONS Eligible, in my opinion, to be reclassified L.M.C. and to have notation of T.S. b. 12,61.

Date of Committee TS (b) 12.61
Decision

011378 011385-0161



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

If certificate is required state where to be sent.

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	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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)

NOW DONE REPAIRS W.& T. Opportunity was taken by Owners to withdraw screwshaft for examination in expectation ship may not be docked until 1,63 White metal sternbushes found worn & now remetalled. Screwshaft removed to workshop and given slight skimming in lathe. Lubrication arrangements to stern-bush now improved as ship is without approved oil gland. (Screwshaft bronze and notation of T.S. b. 12,61 now recommended).

It is submitted that ship may have condition of "Class Suspended" removed & reclassified L.M.C. in view of the satisfactory drydocking now held.

LEAVE THIS SPACE BLANK

Survey fees T.S. & Rprs, 15,000,00

Expenses... 3,500,00

Date when Alc rendered 14:12:61.

