

Ship's Name SS/IR "SHELL MANAURE" IR 532223

Gross tons 6,300 Port of Registry Maracaibo Port La Guaira

Date of build 12/1951 Is there a rpt. 8? yes Rpt. No. .086

No. of visits 4 First date 25/1/65 Last date 1/2/65

Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)

Date of completing rpt. 5/3/65 Surveyed at, if different from Port above Puerto Cabello

Is a rpt. 9B attached? yes MN Nature of survey General Exam.

Survey fees Bs 1,250.00 Damage fee Expenses Bs 330.00

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

Main engines, Recip., Steam - P & S +

1 Cyls., covers, pistons & rods

2 Valves & gears

3 Con. rods, cross-heads, bearings & guides centre

Side

4 Crankpins & bearings centre

Side

5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods

7 Con. rods, cross-heads & bearings

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods

12 Con. rods, cross-heads & bearings

13 Crankpins & bearings

14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings & thrusts

15 Levers

17 Reduction gearing

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of

survey subject to special survey to be held not later than end of November 1965 and to have fresh record of MBS 1,65.

ALSO FOR

SPL FOR

NOTED BY
TBO
CESR

SRL

POSTING

HEADER

CERT

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

THURSDAY 15 JUL 1965

Deferred for ES
MBS 1.65

011834-011843-0047

A part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark thrust should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)	main - good +	
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks		32 Detuner or vibration damper
33	Main engine driven pumps				

State Port P. or Starboard S.

34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	yes
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36	Essential independent pumps			
37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	+
39	Fresh water coolers	40	Lub. oil coolers	
41	Heaters (state service)	42	Feed water filters	
43	Auxiliary air receivers & safety devices	44	Starting air pipes	
45	Main air receivers & safety devices			
46	Independent air compressors coolers & safety devices			
47	Oil fuel tanks (not forming part of the hull structure)			
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP	50 Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53 Windlass

Identify by position

AUXILIARY ENGINES

See rpt. (9A cont.)

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

See rpt. 9 A cont.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

NOW DONE

A general examination of the machinery was carried out for the purpose of postponement of special survey.

1. MAIN ENGINES

It was reported by the Chief Engineer that the last major overhaul of port and stb. main engines was carried out in Feb. 1964.

Manoeuvring valves of both engines opened up, valves and seats redressed on the lathe and ground in, valves re-closed in good order.

Upon completion of repairs, main engines tested working and manoeuvring and found satisfactory.

2. MAIN CONDENSER

Opened up, cleaned and hydrostatic pressure applied (15 p.s.i.) and found satisfactory. Water boxes coated internally and condenser reclosed in good order.

3. MAIN CIRCULATING SUCTION LINE

Corroded line between lower suction and circulating pump removed and new copper pipe, 16" diam. x aprox. 7 ft. length made and fitted in good order.

4. STEAM PIPE FITTINGS

The steam valves listed below were opened up, ground in and reclosed with new packings and bolts:

- 2 - 4" valves - cargo pumps
- 1 - 6" reduction valve - deck
- 1 - 3" reduction valve - auxiliary engines
- 1 - 2" reduction valve - heating
- 1 - 4" reduction valve - steering gear engine

5. The following parts of the machinery were examined under working conditions and found satisfactory:

- A. Boiler feed pumps
- B. Bilge pumps
- C. Main circulating pump and steam engine
- D. Auxiliary steam engines for one (1) 40 KW and two (2) 25 KW generators

According to the survey now undertaken the parts stated in this report and on report No. .086 A (form 9B) have been examined. It is the opinion of the undersigned that the postponement of the Special Survey of the Machinery of this vessel may safely be granted until end of November 1965.