

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

(Received at London Office

9 DEC 1957

Date of writing Report 29th. November 1957 When handed in at Local Office 19 Port of LISBON

No in Reg. Book. Survey held at St. Vincent C.V.I. Date. First Survey 17th. July Last Survey 29th. October 1957 (No. of Visits Eight)

41329 on the Machinery of the ~~XXXXXX~~ Steel M.V. "VASCONIA" Ex Shell 15

Tonnage } Gross 216 Vessel built at Haarlem By whom Haarlemsche Scheps. Maats When 1924 Month. -
 } Net 120 Engines made at Amsterdam By whom Motorenfab. Kromhout When 1924
 } Boilers, when made (Main) - (Donkey) -
 } Owners Ferro & Cia. Ltda. Owners' Address
 } Managers (if not already recorded in Appendix to Register Book)
 } Port St. Vincent C.V.I. Voyage

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

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
100A-3,56		L.M.C. 11-54
For service bet- ween C.V.I. Dakar & Bathrust. Carry- ing petroleum in bulk.		M. 6-57 CG.p&s. 9-53
ss Lis. 9-53		

Port No. 7450 Port LIS

Reasons of Examination and Repairs (if any) DAMAGE

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end report. State also the dates of any letters respecting this case

Cases 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. Not required

Damage report made by anyone else? If so, by whom? No

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

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

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? No

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

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

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

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

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

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

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

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the shaft

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

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

Engine parts, when referred to by numbers, should be counted from forward. Complete

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

Done for Damage (Not stated when sustained)

At the request of the Owners representative visited the above vessel as she lay at anchor in the Harbour of St. Vincent C.V.I. in order to carry out and examination of the starboard main engine clutch casting.

At the time of first visit on the 17th. July 1957, it was found that the part of the bed plating supporting the clutch and thrust bearing was cracked in three places, through centre line of thrust bearing and either side of bearing, the forward thrust ball race was found badly damaged, several of the balls broken and jammed in the race housing.

The casting was hammer tested and appeared sound, apart from the cracks.

In my opinion the damage was caused by the failure of the ball race, putting excessive (p:t.o.)

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 and also alteration required to be made in the records of the vessel's machinery, boilers, working pressures &c., thus, for example, BS 9,11, B&MS 9,11 + LMC 9,11 or 140 lb., FD, &c.) CS 3,34

The Machinery of this vessel so far as now seen is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey, subject to starboard main engine clutch and thrust housing casting being specially at next Special Survey.

Damage or Repair Fee (if any) (per Section 29, Watt) L.R. Esc: - 300\$00 3/12 1957
 Watt: - 700\$00

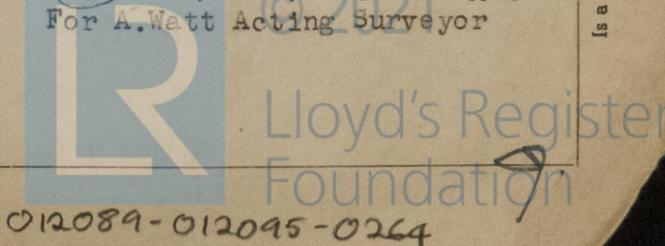
Travelling expenses (if chargeable) £ : : Received by me, 19

THURSDAY - 9 JAN 1958

Committee's Minute Subject Assigned

Defensed for ES

Engineer Surveyor to Lloyd's Register of Shipping. For A. Watt Acting Surveyor



18 DEC 1957



Vertical text on the left margin: "The Surveyors are...", "Certificate is issued...", "The Committee of the Society...", "It is to be understood that...", "The Register Book or other...", "or any Member thereof..."

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

stress on the casting when the balls broke and jammed.

No further damage was observed and it was agreed that an efficient repair could be made by strapping with mild steel plates in way of the cracks and providing a new ball race. Vessel to remain out of service until completion of repairs.

The repair was carried out in the following manner:-

The fractured casting which is "U" shaped, 24" wide by 22" long and of channel sections $3\frac{1}{2}" \times 6\frac{1}{2}" \times \frac{7}{8}"$, the thrust bearing formed at the lower part of the "U".

This casting was disconnected from the main bed plate. The three cracks were "veed" and E. W. using "Murex" C.I. electrodes, suitable mild steel straps $\frac{1}{2}"$ thick were fitted around the complete "U" shaped section, internally and externally and of a snug fit, and suitably stiffened by four angle pieces in way of the thrust bearing, the whole being electric welded in place.

This was done by first having a run of C.I. welding along the full length top and bottom internally and externally of the casting, in line with the M.S. straps, the straps were then fitted and welded with M.S. electrodes to the run of C.I. welding.

When finished the repair was examined and appeared very satisfactory, it was then reassembled on board.

A trial was run on the 10th. October 1951 and all proved in order.

After approximately 30 hours running in the harbour I again inspected the repair on the 29th. October 1957 and found all in order. The Owners state a new casting is on order.



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