

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

(Received at London Office)

Date of writing Report 29. 12. 53 When handed in at Local Office 31. 12. 53 Port of TRIESTE
 No in Reg. Book. Survey held at TRIESTE Date. First Survey 4. 12. Last Survey 22. 12. 1953
 2967 on the Machinery of the Wood, Iron or Steel S.S. VALVERDE (No. of Visits 5)

Gross 2862 Vessel built at OSAKA By whom OSAKA IRON WKS LTD. Year 1916 Month 5
 Net 1767 Engines made at - do - By whom - do - When 1916
 As Per Rule 288 Boilers, when made (Main) 1916 (Donkey) ✓
 No. of Main Boilers 253 Owners LLOYD MEDITERRANEO S.P.A. Owners' Address ✓
 " " 3824 Managers ✓ Port ROME Voyage ✓
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock B.O.R.
 Steam Pressure— (State name of Dock.) ARSENALE DRY DOCK.
 in Main Boilers 180 lbs. Particulars of Classification (which must be inserted
 in Donkey Boilers ✓ precisely as in Register Book & Supplements).

ast Report No. Port
 Particulars of Examination and Repairs (if any) B.S. Conversion to oil fuel burning
 Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the
 use of Repairs, any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 account 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. Secretary's letter 18.12.1953. (ENG)

damage 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 ✓

was a damage report made by anyone else? If so, by whom? ✓

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

" " Donkey " " " ✓

not, state for what reasons ✓ 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? ✓

state latest date of internal examination of each boiler Both 18.12.1953 Present condition of funnel(s) Efficient

did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs./sq. in.

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? YES 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? YES and of the Donkey Boilers? ✓

was the screw shaft now been drawn and examined? No Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

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

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 1/8" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

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

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

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

Fitted for Oil Fuel 12.53 F.P. above 150°F.

Vessel in Dry Dock. Examined propeller, after end of stern bush, sea connections (opened out)

and underwater fastenings. W.D. 1/8"

Now done for B.S.

Examined both boilers throughout with mountings, manholes, doors and

their fastenings. Later both boilers examined under steam and safety valves adjusted to

180 lbs./sq. in.

Boiler Repairs. 4 Combustion chamber side screw stays, bottom rows, sides to centre C.C.

renewed. Minor repairs effected to mountings.

Now done for conversion to oil fuel burning, F.P. above 150°F.

an oil fuel

burning installation has been fitted on board vessel at this time in

General Observations, Opinion, and Recommendation:— (Please See Continuation Sheet.)

(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, with fresh

record of "B.S. 12.53 also to have the notation:—

FITTED FOR OIL FUEL 12.53. F.P. ABOVE 150°F

BS. Lt. 25,500

Conversion to oil fuel 35,000

etc fees 10,000

valuing expenses (if chargeable) 3,000

Committee's Minute 2295

signed BS 12.53

Fitted for oil fuel

12.53 F.P. above 150°F

DUAL CLASS

L.R. & R.I.

012096-012101-0057 1/2

25 JAN 1954

Port of

Trieste

Continuation of Report No. 13937 dated 31.12.53

on the

S. 9. "VALVERDE" (continued)

accordance with the approved plan No. M/2934. The Secretary's letter of the 18th November '53, and the rule requirements.

Oil fuel tanks have been built into vessel under survey from approved plans, See Trieste Report 8. and the necessary oil gutterways, and drip trays over the boilers fitted. Steam heating coils fitted in tanks have been tested to rule requirements.

The two service pumps and the oil fuel transfer pump, all steam driven, together with the two oil fuel heaters, were originally made to be fitted in an Italian warship and have not been built under survey. They have, however, now been examined opened out, and under full working conditions, and the Owners Representative has requested that they be accepted without the Vessel's machinery class losing the ~~2~~. This request could, in my opinion, be recommended for favourable consideration in this instance.

Both oil fuel heaters, the pipe lines, fittings and appliances, have been tested under pressure to rule requirements and later examined under full working conditions, with satisfactory results.

Lead pipes originally fitted in the Boiler room have been replaced with mild steel pipes, an efficient steam smothering installation, with remote control, fitted and tested under working conditions.

Remote controls, by track rods, have also been fitted to the master valves to the O.F. burning installation and the Boiler Room fan, and tested.

Track rods, to rule requirements, have been fitted to oil fuel valves.

The Funnel damper has been removed.

The necessary additional fire extinguishing appliances have been placed aboard vessel.

The workmanship is good and the whole installation is, in my opinion, suitable for a classed vessel.

J. Wilson

Note. A Boiler Survey was carried out at Trieste in March & May 1953. and recommended for notation B.S. 5, 53, which was assigned. (Trieste Report No 13853.) This record is not shown however in the new Register Book or in the Supplements.



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