

Rpt. 9

Date of writing report 23.7.57

Survey held at Bilbao

Received London

No. of visits 9

Port Bilbao

First date 6.11.56

Last date 25.6.57

No. 12180

23 AUG 1957

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 81659 S.S. Name "ARTAGAN" (ex VALENTINA FRIAS) Gross tons 3153 Date of build 1922 - 3

Owners Cia. Naviera Vascongada Managers - Port of Registry Bilbao

Engines made 1922 By G. Clark Ltd. Type Steam Reciprocating

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 3 SB W.P. 180 Lb. Records of Survey & Special Notations as per Register Book

No. of Aux./Donkey Boilers - W.P. - Hull

Surveyed Afloat or in Dry Dock Both \pm 100 A1 Machinery

Nature of Survey Damage, ES., MBS. & TS. SS 1,52 Bbo. \pm LMC 1,52

Was Damage Report issued? No Int. Cert.? Yes 9,56 MBS 1,56

Last Report (For Head Office only) CL 8,54

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.

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

DOCKING Propellers Good Wear Down of Stern Bushes 3 mm. Oil Glands Sea Connections Good

Fastenings Good Has Screwshaft/Tubeshaft been drawn? Yes Date of Examination 9.3.57 Has Shaft been changed? No

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods Good

2 Valves & Gears Good

3 Connecting Rods, Top Ends & Guides Good

4 Crankpins & Bearings Good

5 Journals & Bearings Good

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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

~~MAIN TURBINES~~

18 ~~Gastings, 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 Good

24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS Good

26 CONDENSERS (MAIN & AUX.) Good

27 ~~STEAM REHEATERS~~

28 ~~DE-SUPERHEATERS~~

29 STOP & MANOEUVRING VALVES Good

30 MAIN ENGINE DRIVEN PUMPS Good

31 ~~CRANKCASE DOORS & EXPLOSION RELIEF DEVICES~~

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in an efficient condition and is eligible in our opinion to remain as now classed with fresh record of ES. 6,57, MBS. 6,57, SPS. 6,57 and TS(CL) 3,57, also notation of "Fitted for oil fuel 6,57 F.P. above 150° F".

THURSDAY 29 AUG 1957

Date of Committee Decision ES. 6,57. MBS. 6,57. TS. 3,57. SPS. 6,57. OF. 6,57.

N. W. Russell & Lawrence
Engineer Surveyors to Lloyd's Register of Shipping



Noted for Header
CERTIFICATE WRITTEN

32 Essential Independent Pumps (Identify by position) All Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers - Sub - Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Services - Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators Good 43 Have Evaporator Safety Valves been tested under steam? Yes

44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Steam Stbd. side engine room. Good.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	STARBOARD	AUXILIARY EQUIPMENT
Generators		Generators & Governors	Good
Exciters		Motors	
Air Coolers		Switchboards & Fittings	Good
Motors		Circuit Breakers	Good
Air Coolers		Cables	Good
Control Gear, Cables, etc.		Insulation Resistance	Good
Insulation Resistance		Steering Gear Generators and Motors	
Insulating Oil Test		Navigation Light Indicators	Good
Overspeed Governors			
Magnetic Couplings			
Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port, Centre, Stbd. 31.1.57. Good. AUXILIARY, DONKEY or PRESS

All gen. examined internally 28.5.57

Superheaters

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to Sat. 180 lbs/sq.in.

Boiler Securing Arrangements Good

Exhaust Gas Heated Economisers

Steam Heated Steam Generation

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Ramets Controls examined working in accordance with Rules? Yes

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Good (Steel)

Auxiliary (over 3 in. bore)

Were Copper Pipes connected? 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)

DAMAGE stated to have been sustained through vessel grounding at Cabos dos Puntas on the 8th July 1956.

NOW DONE FOR DAMAGE:-

Main engine cylinders and bedplate specially examined for fractures and found in good order.

Main steam pipes tested to twice the working pressure and found sound and tight.

Crankshaft, thrust, intermediate and screw shaft alignment checked and screw shaft examined and tested for truth on lathe and found satisfactory.

REPAIRS (WEAR AND TEAR):-

M.P. piston renewed.

M.P. and L.P. bottom end bearings remetalled.

All bottom half main bearings remetalled.

Main condenser after door renewed.

All pumps and dynamo reconditioned.

All boiler plain tubes removed, cleaned and refitted. (Contd).

LEAVE THIS SPACE BLANK

Survey fees	ES.	5957 Ptas.
	MBS.	3309 "
	Elect.	1323 "
	TS.	882 "
Damage fee		1000 "

Expenses... CA 1050 1875

Date when A/c rendered

Rpt. 9a

Port of BILBAO

First Continuation of Report No. 12180 dated 23.7.57

on the

S/S "ARTAGAN" (Ex "Valentina Friss")

WEAR AND TEAR REPAIRS (Continued):-

Internal feed pipes removed, wastage in way of end plate joints built up with electric welding, new flanges fitted to pipes and pipes replaced.

Feed check valve chests renewed at Owners request.

Grooving under several furnace gourlay necks veed out and built up with electric welding.

Boilers tested under hydraulic pressure to 180 lbs./sq.inch on completion of repairs and found sound and tight.

Minor repairs to machinery and boilers also effected.

OIL FUEL CONVERSION:-

Oil fuel burning installation now fitted in accordance with or equivalent to plans Nos. 1 & 2 approved 21.8.56 and to Rule requirements. Oil fuel deep tanks and settling tanks constructed at forward end of boiler room between frames 85 and 96.

Air, sounding and overflow pipes fitted in accordance with Rule requirements. The O.F. suction, filling and discharge pipes have been tested under hydraulic pressure as per Rules and found sound and tight. The funnel damper has now been removed.

Steam smothering pipes have been fitted under the boilers and oil fuel units. The steam supply to smothering, transfer pumps and oil fuel units together with the deep tank and settling tank valves are controlled from outside the machinery space. All lead pipes are removed from machinery and boiler spaces.

The new O.F. unit and transfer pump fitted in boiler room has been tested under full working conditions and found in good order.

ADDITIONS:-

A new emergency set has been installed on upper deck amidships clear of engine space. Dynamo supplying current to lighting and fire pump motor and driven by a hand starting diesel engine. The fire pump is fitted in after end of tunnel and a 4" sea suction valve is fitted on shell in tunnel, locked in open position and pump discharge permanently connected to fire main. The new installation has been examined and tested under full working conditions and found satisfactory.

Plans are as approved for the "ABASOIO" ex "ALEJANDRO ZUBIZARRETA".

J.G.K.



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