

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

No. 12180

Last date 25.6.57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 81659 S.S. "ARTAGAN" (ex VALENTINA FRIAS)

Owners Cia. Naviera Vascongada

Managers -

Gross tons 3153

Date of build 1922 - 3

Engines made 1922 By G. Clark Ltd.

Port of Registry Bilbao

No. of Main Engines 1 No. of Screws 1

Type Steam Reciprocating

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. -

Surveyed Afloat or in Dry Dock Both

Nature of Survey Damage, ES., MBS. & TS.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull
100 A1SS 1,52 Bbo.
9,56Machinery
1 IMC 1,52
MBS 1,56
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.

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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

16 Castings, 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 RE-HEATERS

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

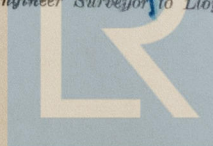
ES. 6,57. MBS. 6,57.
TS. 3,57. SPS. 6,57.
OF 6,57.

50m, 6,56. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

CERTIFICATE WRITTEN

N. M. Russell & Co. © 2021
Engineer Surveyors to Lloyd's Register of Shipping



Lloyd's Register
Foundation

013033-013041-0196 1/2

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 Lab. 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 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.

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

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 Generators

Were Oil Boring 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)

Were Copper Pipes examined?

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).

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 gourdlay 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".

P.K.