

Rpt. 9.

WRECK SEC

No. 560

No. 11118

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

(Received at London Office)

Date of writing Report 21.11.49 When handed in at Local Office 21.11.49 Port of FALMOUTH

No. in Survey held at FALMOUTH Date. First Survey 26.10.49 Last Survey 2.11.49 (No. of Visits 3)

24878 on the Machinery of the Wood, Iron or Steel S.S. 'SAN ROBERTO'

Tonnage Gross 5890 Vessel built at NEWCASTLE By whom ARMSTRONG, WHITWORTH & CO. LTD. When 1922 9

Net 3611 Engines made at -do- By whom WALLSEND SLIPWAY CO. LTD. When 1922

Nominal Horse Power 538 MN Boilers, when made (Main) 1922 (Donkey) -

No. of Main Boilers 3 Owners EAGLE OIL & SHIPPING CO. LTD. Owners' Address -

No. of Donkey Boilers - Managers - (If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs. Port LONDON Voyage -

in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat-Falmouth Harbour (State name of Dock.)

Last Report No. 1133 Port Falmouth

Particulars of Examination and Repairs (if any) MACHINERY & BOILER REPAIRS.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if 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.)

In 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? No

" " Donkey " " " None

If 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 - Present condition of funnel(s) -

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

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? - 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? - and of the Donkey Boilers? -

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

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

Is 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 - Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Vessel Afloat and Loaded.

At the request of the Owners' Superintendent examined main condenser and distorted furnaces starbd. boiler.

NOW DONE:- Main condenser, shell locally wasted on top, patch fitted.

After door leaking and wasted, new fabricated steel door fitted. Condenser tested.

Starbd. Boiler:-

Starbd. furnace badly distorted, now jacked fair.

Port and centre furnaces out of round, considered satisfactory in the meantime.

Odd boiler tubes cleared and expanded.

Boiler examined under steam.

S.R.L:- No repairs carried out to steering engine at this time. Steering engine working satisfactorily.

Note:- We have been informed verbally that the Owners have now decided to have this vessel broken up.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now seen,

(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, &c.; thus, for example, BS 3,11, B&MS 3,11 *LMC 3,11 or *LMC 140 lb., PD, &c.)

is in safe working condition and eligible in my opinion to remain as classed without fresh record of survey; subject to starbd. furnace, starbd. boiler being renewed and port and centre furnaces starbd. boiler being specially examined at the next boiler survey. The main condenser to be specially examined at the Special Survey and as previously recommended.

Survey Fee (per Section 29) £ : : Fees applied for 21.11.49

Special Survey or Repair Fee (if any) 12 12: 0 Received by me, 19

Travelling expenses (if chargeable) : 10: 6

Committee's Minute WED. 28 DEC 1949

Assigned

As now, subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation