

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

(Received at London Office

3 APR 1951

Date of writing Report **22.3.51** When handed in at Local Office **22.3.51** Port of **M A R S E I L L E S.**

No in g. Book. Survey held at **M A R S E I L L E S.** Date. First Survey **12.9.50** Last Survey **23.1.51** (No. of Visits **6**)

DIO on the Machinery of the ~~WATERLOO~~ Steel Screw Motor Vessel **"A S T R O"**.-

Gross 3522	Vessel built at Hamburg	By whom Deutsche Werft A.G.	Year. Month. When 1921 -
Net 2000	Engines made at Berlin	By whom Allgemeine Elec.Ges.	When 1921
Boilers, when made (Main) ---	Boilers, when made (Main) ---	(Donkey) ---	
Owners Fundador Cia Naviera, S.A.	Owners' Address ---	(if not already recorded in Appendix to Register Book.)	
Managers ---	Port Panama	Voyage ---	
If Surveyed Afloat or in Dry Dock Both	(State name of Dock.)		

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)
(Classification contemplated) 847		
Carrying Petroleum in Bulk.		
		Examined 347
		DBS. 8.50 (150 lbs)
		LAI D UP PENDING SURVEY.
		TS. 7.47

Particulars of Examination and Repairs (if any) **Compl.S.S., Class, Rep, Dam. Rp.Dk and T.S.**

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and results of any letters respecting this case **H.20.9.50, Eng.9.10.50, Classn.10.10.50, Eng. II.50, Classn.8.12.50, 14.12.50, 30.1.51.**

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 **---**

Damage report made by anyone else? If so, by whom? **Salv.Ass.Surv, Liverpool, 25.2.48.**

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? **---**

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? **---**

State 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? **---**

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? **Yes** Has it a continuous liner? **Yes** Is an approved oil retaining appliance fitted at the after end? **No**

Has the shaft now been changed? **No** 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 **16.II.50** State the wear down in the bush **---**

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

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.

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

DONE:- (I) for Completion of Special Survey for Classification of Vessels not built under survey:

and auxiliary engines opened up, examined and placed in good condition, dimensions of shafting checked and found as shown on plan noted 4.I0.50, pumping arrangements outside machinery space in accordance with plan noted 2.I0.50, pumping arrangements in machinery space in accordance with plan 18, forwarded herewith, and remaining requirements of the Rules complied with. First Entry Report prepared. Electrical installation found or placed in accordance with plans noted 3.I0.50, the applicable requirements of the Rules for Electrical Equipment complied with, with the exception of a number of cables in the Engine Room and accommodation which are not lead sheathed. First Entry Report prepared: **---** The Owner stated that the above-mentioned cables and fittings will be replaced in accordance with applicable requirements of the Rules by the end of December next.

for Repairs.- Copper blast air pipes renewed as previously recommended.

L.- Delete: renew wtbd generator engine cyl. covers and renew blds.air pipes by 5-48 Crack in flanges of after cyl. to be dealt with earliest opp.

General 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 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 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

CS 3,34

Machinery of this vessel, so far as now seen, is in good condition and eligible, in my opinion, to have the records of LMC.I-51 and T.S. II-50, subject to the Main Engine Exhaust valve chests being renewed and the machinery spare gear being completed not later than the 30th June 1951, also subject to the cables in the Engine Room and Accommodation spaces, which are not lead sheathed and their fittings being replaced in accordance with applicable requirements of the Rules by the 31st December, 1951.

Fee (per Section 29) **Compl.LMC. Frs.52.608.** Fees applied for **---**

Electrical Equipment..... **17.538.** **16.2.51**

Damage or Repair Fee (if any) **---** **Frs.79.544.**

(per Section 29.)

Expenses (if chargeable) **---** **5.400.21.2.51**

Attendance..... **4.000.** **FRI. 22 JUN 1951**

Committee's Minute **---**

Red **LMC 1.57 subject.**

S 11.50

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

Engineer Surveyor to Lloyd's Register of Shipping.

L

Lloyd's Register Foundation

002682-002689-0039 1/2

M/V "A S T R O".-

(3) for repairs to propeller on account of damage stated sustained on the 28th June, 1947 through fouling the Manchester Ship Canal Bank whilst proceeding at half speed assisted by tugs.

NOW DONE:- A new bronze propeller, found on board, has been fitted.

(4) for Docking:- All sea connections opened out, cleaned, examined and replaced in good condition.

(5) for Screw Shaft Survey:- Screw shaft drawn, examined and found in good condition, stern bush bottom half rewooded.

(A) NOTE:- (A) A number of cables of final sub-circuits in Engine Room and Accommodation spaces are not lead sheathed and the Owners have stated that these cables will be replaced in accordance with Rule requirements at the first opportunity and not later than the 31st December next:

(1) Engine Room, Galley, Store Room, etc, in the poop: 20 points.

(2) Accommodation in Poop and Bridge: approximately 50 points in Poop and 30 in Bridge.

(B) On completion of the opening out of the main and auxiliary machinery, basin and sea trials under normal loading and service speed condition were carried out. Whilst on trials trouble was experienced on account of the wasted condition of the main engine exhaust valve chests as a result of the heavy corrosion which has taken place during the vessel's previous prolonged laid up period. Spare (repaired) exhaust valves found on board were fitted and the Owner stated that all valve chest will be renewed at the first available opportunity and not later than the 30th June next.

P.F.