

REC'D NEW YORK DEC 19 1958

Report. 9 Date of writing report Dec. 15, 1958 Received London 19 JAN 1959 Port NEW ORLEANS, LOUISIANA No. 9343  
Survey held at New Orleans, Louisiana No. of visits 4 First date 15 Sept. Last date 26 Sept. 1958

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 56174 Name S.S. "CEFALU" Gross tons 5228 Date of build 1930 - 4  
Owners Standard Fruit & S.S.Co. Managers - Port of Registry Ceiba  
Engines made 1930 By Workman, Clark (1928) Ltd. Type Q 4 Cy.

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 4SB W.P. 260  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey Gen. Exn.  
Has Damage Report issued? - Int. Cert.? Yes  
Latest Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100A1 with fbd.	*LMC 8,54
ssMob(Dr) 9,54	Boilers M 7,57
docking 12,57	OG 12,57
	steam pipes 9,54
3 lower decks for fruit	*Lloyd's RMC RS 5,58
cargoes.	SRMC 9,54

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 .100" Oil Glands Good Sea Connections Good  
Fastenings Has Screwshaft/Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam & I.C.) PORT STARBOARD  
Cyls., Covers, Pistons & Rods HP - Good  
Valves & Gears  
Connecting Rods, Top Ends & Guides Side Centre  
Crankpins & Bearings Side Centre HP - Good  
Journals & Bearings No. 7 - Good

MAIN ENGINE DRIVEN AIR COMPRESSORS  
Cyls., Covers, Pistons & Rods  
Connecting Rods & Top Ends  
Crankpins & Bearings  
Journals & Bearings  
Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS  
Cyls., Covers, Pistons & Rods  
Connecting Rods & Top Ends  
Crankpins & Bearings  
Journals & Bearings  
Levers

SCAVENGE BLOWERS  
SUPERCHARGERS  
MAIN TURBINES  
Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
STEAM COMPRESSORS  
CLUTCHES & HYDRAULIC COUPLINGS  
REDUCTION GEARING  
THRUST BLOCKS, SHAFTS & BEARINGS Good  
INTERMEDIATE SHAFTS & BEARINGS  
HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)  
STEAM RE-HEATERS  
DE-SUPERHEATERS  
STOP & MANOEUVRING VALVES  
MAIN ENGINE DRIVEN PUMPS  
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 good and safe working condition and eligible in my opinion to remain as classed and it is recommended that the records of BS 8,54 and MBS 5,58 be retained in the Register Book.

Date of Committee NEW YORK DEC 23 1958

Decision As new.

Notes for Header



002711-002716-0019

If certificate is required state where to be sent.

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers
- 36 Lub. 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
- 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery
- 45 Windlass
- 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	Good
b Exciters		m Motors	-
c Air Coolers		n Switchboards & Fittings	Good
d Motors		o Circuit Breakers	Good
e Air Coolers		p Cables	
f Control Gear, Cables, etc.		q Insulation Resistance	Good
g Insulation Resistance		r Steering Gear Generators and Motors	-
h Insulating Oil Test		s Navigation Light Indicators	Good
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

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

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.  
Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? 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)

General examination made of main engine and auxiliaries under working conditions and found in good order.

Wear & Tear Repairs:

Main engine HP piston rings renewed.

Electrical Equipment examined and meggered, placed in good condition.

From general examination and conversation with Chief Engineer, the Owners request to defer the Special Survey until September 1959 merits the favourable consideration of the Committee.

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Survey fees ... G.E. 90.00

Damage fee ...

Expenses... 4.00

Date when A/c rendered... 7 October, 1958



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*Handwritten notes:*  
 of Special Survey order 9.10.58  
 Mr. J. H. ...  
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