

WRECK SECTION

29 MAR 1961

Rpt. 9 Date of writing report 28-2-1961 Received London No. of Amsterdam Port of Amsterdam No. 24008 Survey held at Amsterdam No. of visits 1 First date and Last date 27-2-1961

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 58763 Name M.V. "DON MANUEL" Gross tons 5847 Date of build 12-1931 Owners Cia. Nav. Puerto Madrin S.A. Managers Port of Registry Monrovia Engines made Nwc By Hawthorn, Leslie & Co. Ltd Type 2 oil eng. 4 SA each 6 Cy No. of Main Engines 2 No. of Screws 2 No. of Main Boilers - W.P. - No. of Aux. Donkey Boilers 2 W.P. 150 lbs Surveyed Afloat or in Dry Dock afloat Nature of Survey part ABS Was Damage Report issued? - Int. Cert.? Yes Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Table with 2 columns: Hull and Machinery. Hull entries include 100 A-1, SS (Dr) 12/55, ore carrier, d 6/60. Machinery entries include LMC, eng. CS 6/60, boil.d 6/60, TSCL p&s 6/60 N, Sps 12/56.

50943 - Rot

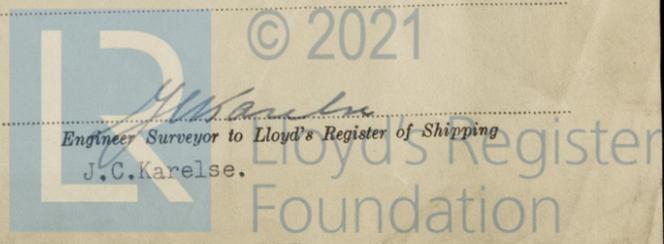
The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected 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.

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

- DOCKING Propellers, Fastenings, Has Shaft now fitted been previously used?, MAIN ENGINES (Recip. Steam or I.C.), 1 Cyls., Covers, Pistons & Rods, 2 Valves & Gears, 3 Connecting Rods, Top Ends & Guides, 4 Crankpins & Bearings, 5 Journals & Bearings, 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 Casings, 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, 24 INTERMEDIATE SHAFTS & BEARINGS, 25 HOLDING DOWN BOLTS & CHOCKS, 26 CONDENSERS (MAIN & AUX.), 27 STEAM RE-HEATERS, 28 DE-SUPERHEATERS, 29 STOP & MANOEUVRING VALVES, 30 MAIN ENGINE DRIVEN PUMPS, 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES, Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, as now seen, is in good condition and eligible in my opinion to remain as classed and have the record of ABS 1-61, when the survey has been completed.

Date of Committee TUESDAY 11 APR 1961 Decision As now



002907-002915 0055

CS. N.ABS.

If certificate is required state where to be sent

