

Rpt. 9

Date of writing report 14/11/61

Received London

Port of SANTOS (Brazil)

No. 3075

Survey held at SANTOS

No. of visits 6

First date 10/11/61

Last date 14/11/61

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 28621 Name M.V. "ROSCOE"

Gross tons 6334 Date of build 1935

Owners Lamport &amp; Holt Line Ltd.

Managers

Port of Registry Liverpool

Engines made Vgk. By Bremer Vulkan

Type 2 D.A. - 6 cy. M.A.N.

No. of Main Engines 1 No. of Screws 1

Records of Survey &amp; Special Notations as per Register Book

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers 2 W.P. 71

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Damage &amp; Repair

Was Damage Report issued? Yes Int. Cert.? Yes

Last Report (For Head Office only)

33235. B.A.B.

Hull

Machinery

100 A1

LMC

SS 5/58

CS 5/58

DS 10/60

DBS 10/60

TS(CL) 10/60

SPS - NA

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 Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft Tubeshaft been drawn? 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 or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons &amp; Rods No 2 unit +

2 Valves &amp; Gears

3 Connecting Rods, Top Ends & Guides Side No 2 unit +  
Centre4 Crankpins & Bearings Side  
Centre

5 Journals &amp; Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons &amp; Rods

7 Connecting Rods &amp; Top Ends

8 Crankpins &amp; Bearings

9 Journals &amp; Bearings

10 Coolers &amp; Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons &amp; Rods

12 Connecting Rods &amp; Top Ends

13 Crankpins &amp; Bearings

14 Journals &amp; Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings &amp; Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES &amp; HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS &amp; BEARINGS

24 INTERMEDIATE SHAFTS &amp; BEARINGS

25 HOLDING DOWN BOLTS &amp; CHOCKS

26 CONDENSERS (MAIN &amp; AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP &amp; MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, as now seen, is in efficient condition, and eligible in my opinion to remain as now classed in the Register Book without fresh record of survey.

Subject to No 2 unit of the main engine to be re-aligned and piston and rod refitted at a U.K. port where the vessel bound, before the end of December, 1961. Subject to all other conditions, at present attached to the ship's class by the Society's Surveyors, being dealt with as previously recommended.

Date of Committee

Decision

TUESDAY - 5 DEC 1961  
Signed for DBS  
Subject

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

Write him - check

003344-003356-01014/2



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 Auxiliary .....

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).....

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators .....			1 Generators & Governors .....
b Exciters .....			m Motors .....
c Air Coolers .....			n Switchboards & Fittings .....
d Motors .....			o Circuit Breakers .....
e Air Coolers .....			p Cables .....
f Control Gear, Cables, etc. ....			q Insulation Resistance .....
g Insulation Resistance .....			r Steering Gear Generators and Motors .....
h Insulating Oil Test .....			s Navigation Light Indicators .....
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 .....

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)

+DAMAGE : Stated to have happened on the 4th November, 1961 while proceeding down the river after leaving Buenos Aires. The No 2 unit piston rod having run hot was replaced by a spare reconditioned piston, rod and packing, which overheated within 10 minutes of engines having being started again. The No 2 unit being blanked off for the voyage to Santos.

#### Upon examination found:-

No 2 unit, original piston rod found marked on the starboard fwd. quarter of the rod, indicating having been overheated.

Original piston rod found bent when tested in lathe.

Flame plate marked in bore on starboard fwd. quarter over its length.

Packing in good condition.

Spare piston rod as fitted at the time of the damage, found indications of having been overheated on the starboard fwd. quarter.

Flame plate and packing found in good condition.

Spare rod as fitted at the time of damage, tested in lathe.

#### Repairs now carried out :-

Original piston and rod, removed to workshop, tested in

Survey fees .....  
Special Att. Fee (2) Cr\$ 2.950,00  
Damage fee ..... Cr\$ 25.500,00  
Expenses... ..... Cr\$ 1.000,00

Date when A/c rendered 14/11/61.

pt. 9a

ort of SANTOS

Continuation of Report No. 3075

dated 14/11/61

on the "ROSCOE"

lathe and found bent; replaced on board. Spare piston and rod as fitted at the time of damage, removed ashore to workshop's, tested in lathe and found true, rod lapped in way of scorched surface and refitted in No 2 unit, alignment checked and guide shoe found to be worn on the lower face allowing the rod to lie to starboard, but piston clear of liner face.

Due to the work involved in realigning engine, the lack of labour and the pending port strike, it was not practical to strip down the No 2 unit.

Engine run on dock trials and piston rod overheating. Rod with-drawn and No 2 unit cut out for the voyage to a U.K. port where permanent repairs will be carried out.

It is submitted that this machinery, as now seen (with No 2 unit cut out) is efficient for the voyage to a U.K. port, where the vessel is bound, where upon arrival No 2 unit be re-aligned and piston and rod refitted.

Interim Certificate and Special Damage Report (Rpt.10) issued as per attached copies.

(Charles A. Davies).

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