

Rpt. 9

Date of writing report Dec 24/57

Survey held at Point Fortin

WRECK SECTION

Received London

No. of visits One

WRECK REC'D SECTION JAN 6 1958

Port TRINIDAD, B.W.I.

No. 1387

First date and

Last date Dec 18/57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 26293 S.S. Name **RCSA** Gross tons 3255 Date of build 2 - 1935

Owners Shell Petroleum Co., Ltd Managers Port of Registry Port of Spain

Engines made Amsterdam By N.V. Werkspoor. Type Twin Triple expansion

No. of Main Engines Two No. of Screws Two Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 WTB W.P. 180 lbs

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Damage

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

Last Report (For Head Office only)

527W CB

Hull	Machinery
+ 100A1 D 11/56	+ LMC 2/55
SS Weld (Br) 2/55	M 11/56
	CL p & s 1/55
	OF 2/35
Carrying petroleum in bulk.	

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 & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides { Side Centre

4 Crankpins & Bearings { Side Centre

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 vessel, so far as now seen, is in good condition and eligible in my opinion to remain as now Classed without fresh record of survey, subject to the forward generator engine being re-examined, the after generator engine being repaired and the portable diesel generator set being removed by 4/58 (4 months limit).

Date of Committee THURSDAY 27 FEB 1958

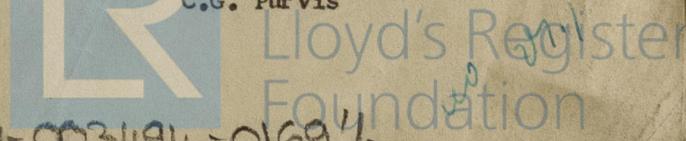
Decision DS 11.57, subject (w) without speed (h)

Wike 10.57 Both T 10.57 MBS 10.57

30m, 5, 54, 1

Noted for Header.

C.G. Purvis
Engineer Surveyor to Lloyd's Register of Shipping



003487-003494-0169 1/2

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	PORT	AUXILIARY EQUIPMENT
a Generators.....		l 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	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)

Damage:- It was stated that on December 15/57 whilst on a voyage from Guadeloupe to Trinidad the forward generator engine valve rod crosshead fractured, temporary repairs were unsuccessful resulting in the crosshead fractured extending and the eccentric rod bending. The after generator was started up and the piston rod fractured at the lower end which resulted in a fractured steam cylinder and cover.

Upon examination at this time the following damage was found and repairs effected:-

Forward Generator Engine, (stbd side) (Single cylinder, steam driven at 120 lbs per sq.in., driving a 15 KW, 110 Volt DC Generator.

The piston valve rod was found worn and damaged in way of the threaded crosshead connection, the piston valve eccentric rod was found bent and fractured and the connecting crosshead fractured in the yoke. A new valve rod, crosshead and eccentric rod were made and fitted.

(contd)

Survey fees.....	\$50.00 B.W.I.
Damage fee.....	\$40.00 B.W.I.
Expenses.....	\$20.00 B.W.I.
Date when A/c rendered.....	

Rpt. 24 Contⁿ. Sheet

Port of TRINIDAD, B.W.I.

Continuation of Ship/Mchy. Report No. 1387

Continuation of Report No.

dated December 24/57

on the

on the S.S. ~~M.S.~~ ROSA

After Generator Engine (stbd side) (Single cylinder, steam driven at 120 lbs per sq.inch,
(driving an 8.5 KW, 110 Volt D.C. Generator.)

The piston rod was found fractured in way of the threaded crosshead connection, the piston was found cracked on the upper side and a loose fit on the rod. The steam cylinder was fractured in two places and a piece missing between two top cover holding down studs, the top cover was fractured between two holding down stud holes.

As a new steam cylinder and cover were not immediately available for this engine it was agreed to fit a 30 H.P. Lister type 18T 22 portable diesel generator set, (15 KW, 110 Volts D.C.), on the aft boat deck above the engine room. This was wired up to the shore supply connection on the main switch board and tested under working conditions.

A new steam cylinder, cover, piston and rod have been ordered and will be fitted as soon as received.

Recommendation

It is recommended that the forward generator engine be re-examined, the after generator engine be repaired and the portable diesel generator set be removed by 4/58 (4 months limit).

B. G. Purvis

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