

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

(Received at London Office)

Date of writing Report 8th April, 1952 When handed in at Local Office 1952 Port of **20 APR 1952**

No in Reg. Book. Survey held at **SASEBO** Date. First Survey 5th Jan., Last Survey 9th Feb., 1952.

27992 on the Machinery of the ~~XXXXXX~~ **Steel** Twin Screw Steamer "SULA" (No. of Visits 8)

Tonnage { Gross 6547 Vessel built at **Tsurumi Yokohama** By whom **Asano S.B. Co.** Year. Month. **1919 12**
 Net 4053 Engines made at **Osaka** By whom **Kubota Iron Works, Osaka** When
 Nominal Horse Power - Boilers, when made (Main) - (Donkey) -
 Owners **Compania Globo de Navegacion SA** Owners' Address -
 Managers - (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers - Port **Puerto Cortes Voyage** -
 No. of Donkey Boilers -
 Steam Pressure - If Surveyed Afloat or in Dry Dock **Both**
 in Main Boilers - (State name of Dock) **Sasebo Senpaku Kogyo K.K.**
 in Donkey Boilers -

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ ... 7.48		
Reclassification Contemplating		

Last Report No. **Baltimore** Port **Baltimore**
 Particulars of Examination and Repairs (if any) for reclassification **contemplated**
 (Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case)

In 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.

Was a damage report made by anyone else? If so, by whom?

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

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

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What 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?

State latest date of internal examination of each boiler. **Feb., 1952**

Did the Surveyor examine the Safety Valves of the Main Boilers? **Yes** Present condition of funnel(s) **Good**

Did the Surveyor examine the Safety Valves of the Donkey Boilers? **-** To what pressure were they afterwards adjusted under steam? **200 lbs**

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **Yes** 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? **Yes** and of the Donkey Boilers? **-**

Have the screw shafts now been drawn and examined? **Yes** Have they **excessive wear of** **brass sleeve** Is an approved oil retaining appliance fitted at the after end? **-**

Has shaft now been changed? **Starb'd** If so, state reasons. **excessive wear of brass sleeve** Has the shaft now fitted been previously used? **No** Has it a continuous liner? **Yes**

Is an approved oil retaining appliance fitted at the after end? **-** State date of examination of Screw Shaft **-** State the wear down in the stern bush **Close** Is electric light and/or power fitted? **Yes** If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? **Yes**

Has the 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. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now Done:- Vessel placed in dry dock, P.&S. Propellers, Aft end of stern bushes, sea cocks & valves with their shell fastenings, examined & found in good condition.

T.S. Port tail shaft with continuous liner, examined and found in good condition
Starboard tail shaft replaced with new spare shaft with continuous liner, on account of excessive wear of brass sleeve. New tail shaft Marked, **11 W LLOYD'S 5072**
J.F.R. SEP.5 1946

Engines All cylinders, pistons, valves, chests and rods, crank, thrust and tunnel shafting, condensers pumps, piping and pumping arrangements examined and found or now placed in good condition.
The steam pipes were tested by hydraulic pressure to double the working pressure and found satisfactory.

(P.T.O.)

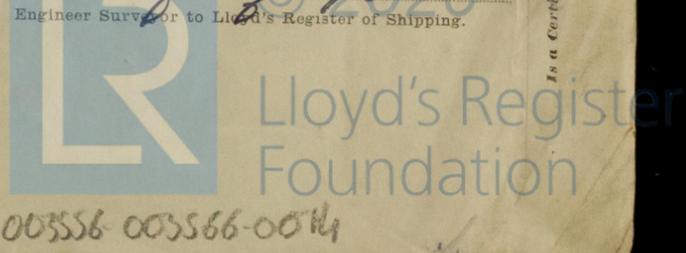
General Observations, Opinion, and Recommendation :-
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery & boilers of this vessel are in good condition & eligible in our opinion to be worthy of reclassification contemplated viz. +LMC 2,52 Part T.S. (C.L.) seen and starboard T.S. (C.L.) (N) fitted 2,52.

Survey Fee (per Section 23) **¥ 96,000.-** Fees applied for 1952
 Special Damage or Repair Fee (if any) **¥ 50,000.-** Received by me, **Subjed**
 (per Section 23.) **Tail Shafts 14,000.-**
 Travelling expenses (if chargeable) **£ 16,000.-**

Committee's Minute
 Assigned **+ Lmc 2.52 Subject**
S (N) 2.52
S S (N) 2.52
CERTIFICATE WRITTEN

L. J. ...
 Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book

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

005556-005556-0014

Electric Fittings:- The two steam Dynamos opened of for survey, electric circuit and fittings were megger tested and found or now placed in good condition. Installations tried under working conditions and found satisfactory.

Boilers:- The four main boilers were examined over all parts with doors, mountings and safety valves & found or now placed in good condition. Safety valves adjusted under steam as stated above. The oil burning unit pumps, transfer pumps and heaters opened up for examination Piping & pumping arrangement together with their deck contract in connection with the fuel, steam and service water & fire extinguishing devices examined and found in satisfactory condition. Installations examined under working conditions and found satisfactory.

S.R.L.:- Complete L.M.C. Survey held at this time.

Repairs and to wear & tear:-

- P. & S. stern tube bushes rewooded tobbom half.
- Port Main Engine H.P. ahead guide shoe remetalled.
- P. & S. main Engine I.P. ahead eccentric straps remetalled.
- Port Main Engine Nos. 4 & 5 main bearing remetalled bottom half.
- Port Main Engine air pump liners renewed.
- 10 main condenser tubes renewed.
- Independent fuel pump water liner renewed.
- Fan engine crank bearings remetalled.
- Steering engine piston rings renewed.
- 3 - combustion back stays in No.1 & No.3 boiler renewed.
- Other Main repairs & adjustment.

