

Ship's Name SS/MS "RIA DE EL FERROL". Gross tons 2242  
 Is there a rpt. 8? Yes. LR529403 Port Antwerp Rpt. No. 41581  
 No. of visits 11 First date 9.IO.65 Last date 29.IO.65  
 Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only)  
 Date of completing rpt. 9.II.65 Surveyed at, if different from Port above -  
 Is a rpt. 9A attached? No. MN 244 Nature of survey Propeller dge., TS.

|                      |                   |                                     |
|----------------------|-------------------|-------------------------------------|
| Survey fees          | Damage fee        | Expenses                            |
| <u>TS. fee 1.750</u> | <u>fee 15.000</u> | <u>fee 1440</u>                     |
|                      |                   | S.A. fee <u>fee 1760</u> <i>krp</i> |

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**DOCKING**

|   |       |  |      |                         |                     |
|---|-------|--|------|-------------------------|---------------------|
| Propeller   | Good. | Sea connections                            | -    | Oil gland               | Good.               |
| Fastenings  | Good. |  |      | Wear down of stern bush | 0.75 mm.            |
| Has screw/tube shaft been drawn?                  | Yes.  |  |      | Date of examn.          | 13.IO.65 & 25.IO.65 |
| Has shaft been changed?                           | Yes.  | Has shaft now fitted been previously used? | No.  |                         |                     |
| Has shaft now examined/fitted a continuous liner? | No.   | Approved oil gland?                        | Yes. |                         |                     |

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

| AUXILIARY, DONKEY OR PRESS   | (State if oil fired—OF or exhaust gas—EG) | MAIN   |
|--|---|--|
| Air heaters  |   |  |
| Superheaters   |   |  |
| Safety valves  |   |  |
| Mountings, doors and 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                                    |
| Forced circulating pumps   |   | Funnel   |
| Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? |   | Were oil burning system & remote controls examined in accordance with rules? |

I recommend that the machinery of this ship remain as classed with/without fresh record of TS(OG) N IO.65 now, subject to evaporator ~~not~~ to be used until surveyed as previously recommended and to any other outstanding conditions of class being dealt with as previously recommended, but without subject regarding the tailshaft.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

*A. VLEUGELS*  
Surveyor to Lloyd's Register of Shipping

Date of Committee

THURSDAY 30 DEC 1965

Minute

*As now, subject  
TS(N) 1065.*

005679-005686-0189 1/2

|                                 |
|---------------------------------|
| ALSO FOR                        |
| SPL FOR                         |
| CONTROLLED BY<br><i>CSRM 65</i> |
| SRL                             |
| POSTING                         |
| HEADER                          |
| CERT                            |

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

Considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

| PROPULSION<br>(State Port—P, or Starboard—S) |                           | AUXILIARY       |                                   |
|--|---------------------------|-----------------|-----------------------------------|
| Total kW<br>or kVA                           |                           | Total kW or kVA |                                   |
| a  | Generators                | l               | Generators & governors            |
| b  | Exciters                  |                 |                                   |
| c  | Air coolers               | m               | Motors                            |
| d  | Motors                    |                 |                                   |
| e  | Air coolers               | n               | Switchboards & fittings           |
| f  | Control gear cables, etc. | o               | Circuit breakers                  |
| g  | Insulation resistance     | p               | Cables                            |
| h  | Insulating oil test       | q               | Insulation resistance             |
| i  | Overspeed governors       | r               | Steering gear generators & motors |
| j  | Magnetic couplings        | s               | Navigation light indicators       |
| k  | Air gap                   |                 |                                   |

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Propeller damage As stated damage sustained through contact with quay wall whilst mooring the vessel at Antwerp on the 9th. October 1965.

FOUND Pieces of about 2ft. broken from the four cast iron propeller blades.

Vessel placed in drydock for further examination of propeller and shaft, for as stated the main engine was doing 57 RPM when the propeller hit the quay wall. Difficulties were experienced to remove propeller from cone, and a piece of the propeller boss broke when pulling on the propeller.

Found propeller cone very badly corroded.

Tailshaft removed. Found shaft badly corroded in way of oil gland and after end of sternbush.

Spare tailshaft and spare propeller removed out of hold and sent to works for examining and cleaning.

Found spare tailshaft also badly corroded in way of after end sternbush, oil gland and cone.

Found cone in spare propeller very badly rusted sothat approx. 4mm had to be removed to reach sound metal.

Found one blade tip of spare propeller broken off (7") and an other blade tip 7" shorter than the other blades.

The four blades of the propeller brought to the same length (thus 7" shorter than the original length). Afterwards the propeller statically balanced as good as possible. As none of the two tailshafts could be used: 1) badly corroded

2) tailshaft cone too small for machined spare propeller cone.

A new tailshaft with bigger diameter now made and fitted (see attached drawing).

See continuation sheet.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

Ship's Name SS/~~MS~~ "RIA DE EL FERROL".

LR529403

Port Antwerp

Rpt. No.

41581

1.

Bedding of spare propeller to new tailshaft examined and found satisfactory.

White metal lined.

The sterntube bushes bored out to a diam. of approx. 0.75mm bigger than the new shaft diameter. Thickness of the white metal in the sternbushes after machining was approx. 13.5 mm.

On completion of all repairs the main engine, shafts etc. examined under working condition and found satisfactory.

The new tailshaft now stamped

Lloyd's SLD

2232

AG 23.IO.53

Lloyd's ANT 25/IO/65 AV.

For material of new tailshaft see Sunderland cert. C3718.

No identif marks were found on the working propeller, spare propeller nor on the working tailshaft now removed.

The following marks were found on the spare tailshaft: 554 - 4081  
I5-7-21

S.R.L. item Nothing done to the evaporator.



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