

COPY.

Lloyd's Register of Shipping



Port Newport News, Va.

April 20th, 1950.

This is to Certify that

H.D. WARDLE & JOHN SIM.

the undersigned Surveyor to this Society did at the request of

by Eaglebach Co., Lloyd's Agent, attend on board the Steel Screw Motor
vessel "SAN VERONICO" 8189 tons gross of London, on April 2nd, 1950 and
subsequent dates, as she lay at anchor in the Hampton Roads, Va., and
at the Plant of the Newport News S. & D.D. Co., Newport News, Va.,
in order to examine and report on the nature and extent of damage
alleged to have been caused by overheating of main engine cylinders,
on a voyage from Paulsboro, New Jersey, to Curacao.

Vessel left Paulsboro, N.J., on March 31st at 3:23 PM., in ballast
arrived at Hampton Roads Anchorage on April 2nd., at 1:00 PM., on
account of damage to main engine.

and Engine Room Log Books were examined and the following is a
list of abstracts from same:-

March 31st: 2144 Pilot disembarked. Pull ahead 2146 full away.
falls Lt. Vessel 136° (T). Course set 146° (T). 2352 a/c 090° (T)
P. slight sea and swell. Fine and clear.
April 1st: 0039 S.M. 0042 Stop E.R.P. 0105 completed pumping ballast.
Vessel stopped. Wind WSW. Slight sea and swell. 0800 Vessel stopped.
S.M. 0940 slow ahead. 0944 Pull ahead. 0945 half ahead. 0952 Pull
ahead. 0955 Pull away. 0959 Stop E.R.P. 1200 Vessel stopped. Wind WSW.
S.M. 1403 Pull ahead. Course 090° (T). Passage resumed. Engine
adjustments adjusted to obviate heavy vibrating. 1500 a/c 190° (T).
light, moderate sea and swell. 1800 a/c 164° (T). 200 a/c 224° (T).
proceeding to Newport News, 2200 a/c 222° (T).
April 2nd: Moderate sea and swell, overcast and continuous rain.
a/c 240° (T). 0730 Chesapeake Lt. Vessel Srg. 330° (T). A/c 276° (T).
light sea and swell. 0850 S.M. Approaching Pilot Station. 0900 Stop
P. 0905 No. 2 Buoy abeam. 0924 Stop. 0936 Pilot Francis boarded.
ahead. Vessel proceeding inwards. 0940 Vessel entered buoyed channel
Port Munro Light House abeam. 1204 Vessel entered Newport News
channel. 1230 Approaching Anchorage off Newport News. 1243 Stop.
Slow astern. 1249 Let go starboard anchor. 1250 Stop. 1300
light up 45 fms. 64 fathoms water. P.W.E., pilot left. Anchor
rings taken.

THE NOON LOG:

Paulsboro to Curacao: Left Paulsboro March 31st, 1523 hrs.
March 31st, 1950: 1300 engines turned with cooling water circulating.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in
any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of
any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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1430 Steering engine and telegraph tested. 1508 Stand by. 1523 Slow head P.W.T.O. leaving berth. 1652 Full ahead. 1725 Difficulty experienced with jacket cooling water. 2133 P.W.T.O dropping Pilot. 2140 Full ahead. 2146 Passage commences.

April 1st: 0042 Stopped to investigate No. 7 engine. Exhaust and inlet valves lifted and head found to be cracked at exhaust valve socket. No. 7 piston hung on bar and con. rod removed. 0955 Slow ahead heavy vibration and unsatisfactory running of engine. 0959 stopped for further examination of engine. No. 2 cylinder head found to be cracked in the same position as No. 7. No. 2 engine cut out and cooling water shut off. 1408 Passage resumed. Revolutions kept at 63 to stop excessive vibration. Stand by pumps in use.

April 2nd: Stand by pumps in use. 0900 Stop, passage ends. 0904 slow ahead, P.W.T.O. picking up Pilot. 0929 Half speed. 1240 Stand by, 1243 Stop. 1248 Slow astern. 1250 Stop. 1259 Finished with engines.

On vessels arrival at Hampton Roads, it was noted the fuel and circulating water was cut off from #2 & 7 cylinders, #7 crank pin bearing, crosshead bearings and connecting rod disconnected and removed from engine and crosshead and piston hung up on bar. No. 2 & 7 cylinder exhaust valves were removed and the following was FOUND:-

#2 & 7 cylinder heads cracked in way of exhaust ports and cracks extending along underside of head towards air starting ports.

#7 Crosshead bearing; metal of lower halves cracked and loose.

It was RECOMMENDED that the vessel proceed to the Newport News S. & D. D.Co's., Plant, Newport News, Va., and the following repairs be carried out:-

#7 Cylinder: Extension and supercharge casing to be removed, cylinder liner, head and jacket assembly to be disconnected and removed to shop. Spare cylinder liner, head and jacket assembly to be removed from port side of engine room and installed in place of removed #7 assembly. Check bolt holes to be reamed out and new fitted bolts installed. Piston rings to be removed, fitted to new cylinder liner and replaced on piston. Original cylinder extension and supercharge casing to be replaced and rejoined as original. All cylinder head valves to be removed from original head, ground into new cylinder head and re-jointed.

#2 Cylinder: Extension and supercharge casing to be removed, cylinder liner, head and jacket assembly to be disconnected and removed to shop. Spare cylinder liner and head assembly to be removed from starboard side of Engine Room and sent to shop. Cylinder water jacket to be removed from #7 assembly, scale, clean and coated with apexior internally and fitted to spare cylinder liner and head assembly with new rubber sealing rings; assembly tested on cooling water spaces to 50 Lbs. per sq. inch, returned to vessel and installed in place of #2 assembly. Cylinder head cheek bolt holes to be reamed out and new fitted bolts installed. Piston rings to be removed, fitted to new liner and replaced on piston. Original cylinder extension and supercharge casing to be replaced and rejoined as original. All cylinder head valves and fittings to be removed from original cylinder head and fitted to new head, valve seats to be reground as found necessary. Original #2 cylinder head to be repaired, tested and returned to vessel as spare. Original #7 cylinder liner and cover to be returned to vessel for Owners disposition.

#7 crank pin bearing to be replaced and adjusted, connecting rod to be replaced. Spare lower halves of crosshead bearings to be bedded to pins, installed together with original top halves and adjusted.

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FOUND:-

RECOMMENDED:-

On the vessels arrival at the Newport News S. & D.D.Co's., Plant, Nos., 3, 4, 5, 6 & 8 Exhaust valves were removed and circulating water test test applied to cylinders and heads and the following was

FOUND:-

RECOMMENDED:-

Nos. 1, 5 & 8 cylinder heads; no leakage or defects found.

Grind in and replace #1, 5 & 8 exhaust valves and renew joints.

Nos. 3, 4 & 6 cylinder heads cracked in way of exhaust ports and extending along underside of heads towards air starting ports.

Nos. 3, 4 & 6 cylinder extensions and super charge casings be removed, Nos. 3, 4 & 6 cylinder liners, head and water jacket assemblies be disconnected and removed to shop for further examination.

On detailed examination of #2, 3, 4, 6 & 7 cylinder heads in shop, the following was

FOUND:-

RECOMMENDED:-

#2 Cylinder:

#2 cylinder head cracked in three places as follows: one 1" and one 3" long crack at each side of relief valve port. One 13" long crack between exhaust and air starting port and extending up into exhaust port. One 6" long crack between air starting and air inlet port.

#2 cylinder water jacket to be removed, scaled, cleaned and coated with apexior. Cylinder liner to be removed from head and head to be cleaned in way of water spaces. Repair cracks in cylinder head by Metalock process. Total length of Metalock 23", liner to be reground to head and rejointed. Cylinder liner and head assembly to be returned to vessel as spare. Build up erroded section of sealing ring groove with electric welding, place cylinder liner in lathe and machine groove in way of repair. Grind in liner to head and rejoint to head at 180° from original position.

On removal of #2 water jacket, it was found the liner was erroded at the lower end in way of the jacket cooling water inlet, over an area of approximately 12" x 5" and to a max. depth of 1/2" and part of groove for bottom rubber sealing ring erroded away. A very heavy deposit of mud was found in cylinder head and lower section of water jacket.

#3 Cylinder:

#3 cylinder head cracked in four places as follows: One 12" long crack between air starting and exhaust port and extending up into exhaust port. One 8" long crack between air starting and inlet port. One crack 5" long between fuel valve and exhaust port and extending up into exhaust port. One 1" long crack at each side of the relief valve port.

#3 cylinder water jacket to be removed. Cylinder liner removed from head, water spaces of head to be cleaned and coated with apexior. Cracks in cylinder head to be repaired by Metalock process; total length of Metalock 27". Cylinder liner cleaned, reground to head and rejointed.

On removal of #3 cylinder jacket, the cylinder liner was found erroded at the lower end in way of the jacket water inlet, over an area of approximately 16" x 4 1/2" and to a max. of 7/8" deep, with part of the bottom groove for rubber sealing ring erroded away. #3 cylinder jacket was found holed and patched in way of the cooling water inlet and badly erroded.

Build up erroded section of lower sealing ring groove by electric welding, place cylinder liner in lathe and machine groove in way of repair. Rejoint cylinder liner to head at 180° from original position. Install removed jacket from #2 assembly in place of defective #3 jacket. Test water spaces of

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FOUND:-

RECOMMENDED:-

very heavy deposits of mud was found in cylinder heads and lower section of water jackets.

assembly to 50 Lbs. per sq. inch. Return to vessel and replace on #3 engine. Original cylinder extension and super charge casing to be replaced, and rejointed as original.

#4 Cylinder:

Cylinder head cracked in four places as follows:- One crack 1" long between air starting and exhaust ports and extending up into exhaust port. One 7" long crack between fuel valve and exhaust ports and extending up exhaust port. One 1" crack on either side of relief valve port and one crack 2" long between air starting and air inlet ports.

#4 cylinder jacket to be removed, scaled, cleaned and coated with apexior on water side. Cylinder liner to be disconnected from head, head cleaned and coated in way of water spaces. Cracks in cylinder head to be repaired by Metalock process, total length of Metalock 22", cylinder liner cleaned and reground to head, jacket refitted with new rubber sealing rings. Assembly to be tested to 50 Lbs. per sq. inch on water side, returned to vessel and replaced in position. Cylinder extension and supercharge casing to be replaced and rejointed as original.

On removal of #4 cylinder jacket, the cylinder liner was found eroded at lower end in way of jacket cooling water inlet over an area of approximately 18" x 5" and to a max. depth 1 1/2", and section of lower sealingring groove eroded away. Very heavy mud deposit found in the cylinder head and lower section of water jacket.

Build up eroded section of lower ring groove by welding, place liner in lathe, machine groove in way of repair and re-joint cylinder liner to head at 180° from original position.

#5 Cylinder:

Cylinder head found in order, no leakage or cracks noted.

#5 exhaust valve to be replaced and rejointed.

#6 Cylinder:

Cylinder head cracked in four places as follows:- One crack 6" long, between fuel valve and exhaust ports and extending up both ports. One 3" long crack between air starting and exhaust ports and extending up exhaust port. One 8" long crack between air starting and air inlet port and two 2" long on both sides of relief valve port.

#6 cylinder jacket to be removed, scaled, cleaned and coated with apexior on water side. Cylinder liner to be disconnected from head, head cleaned and coated in way of water spaces. Cracks in cylinder head to be repaired by Metalock process; total length of metalock 26". Cylinder liner cleaned, reground to head and rejointed. Water jacket to be refitted, with new rubber sealing rings; assembly to be tested on water side to 50 Lbs. per sq. inch, returned to vessel and reinstalled in position. Cylinder extension and supercharge casing to be replaced and re-jointed as original.

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On removal of #6 cylinder water jacket, the cylinder liner was found eroded at lower end in way of the jacket cooling water inlet, over an area of approximately 20" x 5" and for a maximum depth $3/4$ ", and a section of the lower sealing ring groove eroded away. Very heavy mud deposits found in cylinder heads and lower section of water jacket.

Build up eroded section of lower ring groove on #6 liner by welding, place in lathe and machine groove in way of repair. Rejoint cylinder liner to head at 180° from original position.

#7 Cylinder:

#7 cylinder head cracked in two places as follows:- One 8" long crack between exhaust and air starting port and extending 6" up exhaust port and one crack 3" long between exhaust and fuel valve port and extending 3" up exhaust port.

#7 cylinder liner and head assembly to be returned to vessel and stowed for Owner's disposition.

On removal of water jacket, it was found the cylinder liner was eroded in way of the jacket cooling water inlet over an area of approximately 16" x 6" and section of groove for lower sealing ring eroded. Very heavy mud deposit found in cylinder head and lower section of water jacket.

#8 Cylinder:

Cylinder head found in order, no leakage or defects noted.

#8 exhaust valve to be replaced and rejoined.

#3 & 4 Cylinder Tie Bolt:

On removal of port side tie bolt nut between #3 & 4 cylinders, the tie bolt was broken in way of the 3rd thread above the washer on top of cylinder heads, due to the threads being strained and partly stripped.

Remove broken tie bolt to shop. Forge new nickel steel bolt, cut tensile and bend test pieces from forging, test to Lloyd's Register of Shipping Rule Requirements. Machine bolt and install in place as original. Spare tie bolt nut now on board vessel, to be fitted. Return broken bolt to vessel and stow as directed.

#7 Cylinder Rocker Arm Shaft:

On removal of rocker arm shaft coupling, the coupling key was found excessively slack.

Renew key in rocker arm coupling.

All necessary removals of air starting, circulating water, inlet and exhaust piping to be replaced as original, proven tight and disturbed lagging to be made as original. Supercharge discharge manifold to be cleaned in way of removed inlet valve pipes. Removed exhaust, inlet, fuel and air starting valves to be reground in cylinder head joint and replaced in good order. Sky light covers to be removed and replaced as original.

Upon completion of the above work, the vessel to be properly secured to dock and engines tested under working conditions at full power for three hours, to the satisfaction of Owners and Lloyd's Register of Shipping.

On completion of dock trial, #3, 4 & 6 exhaust valves to be removed, repairs to cylinder heads examined and valves replaced in good order.

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S/S "SAN VERONICO"

April 20th, 1950.

Newport News S.S. D.B.Co., carried out the foregoing repairs
the sum of Twenty-nine Thousand, two hundred, fifty dollars
(29,250.00).

The above repairs were satisfactorily completed and the vessel sailed
April 18th @ 7:10 PM.

Attending the survey:

Mr. Roberts, representing Salvage Association London.
Mr. Jackson, Chief Engineer.

e \$210.00
p. 15.00
e 30.00
\$255.00

W.D. Wardle *John Sims*
Surveyors to Lloyd's Register of Shipping.



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