

COPY.

# Lloyd's Register of Shipping



United with  
THE  
BRITISH  
CORPORATION  
REGISTER

Port Newport News, Va.

April 20th, 1950.

**This is to Certify** that

H.D. WARDLE & JOHN SIN.

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" 5189 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.A. 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.

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

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

March 31st: 2144 Pilot disembarked. Pull ahead 2146 full away.  
Chesapeake Lt. Vessel 136° (T). Course set 146° (T). 2352 a/c 090° (T)  
P. slight sea and swell. Fine and clear.  
April 1st: 0039 SBE. 0042 Stop E.R.P. 0105 completed pumping ballast.  
Vessel stopped. Wind WSW. Slight sea and swell. 0800 Vessel stopped.  
SBE. 0940 slow ahead. 0944 Full ahead. 0945 half ahead. 0952 Pull  
ahead. 0955 Full away. 0959 Stop E.R.P. 1200 Vessel stopped. Wind WSW.  
SBE. 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/g 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 SBE. Approaching Pilot Station. 0900 Stop  
P. 0905 No. 2 Buoy abeam. 0924 Stop. 0930 Pilot Francis boarded.  
Full ahead. Vessel proceeding inwards. 0940 Vessel entered buoyed channel  
off Fort 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. 62 fathoms water. P.W.E., pilot left. Anchor  
brings taken.

### THE LOG BOOK

Paulsboro to Curacao: Left Paulsboro March 31st, 1523 Srg.  
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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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

003971-003979-0229 3/6

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FOUND:-

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

#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.

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 1/2", and section of lower sealingring groove eroded away. Very heavy mud deposit found in the cylinder head and lower section of water jacket.

#5 Cylinder:

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

#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.

RECOMMENDED:-

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 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.

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 exhaust valve to be replaced and rejointed.

#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 of #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 rejointed.

#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:

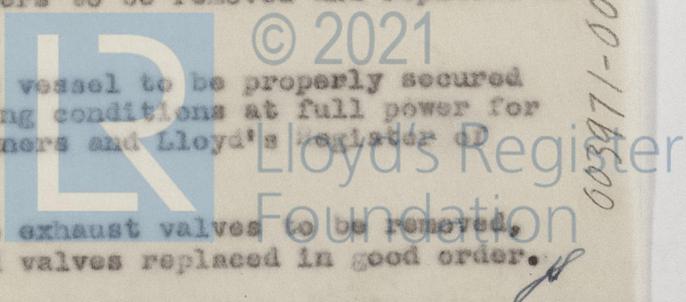
On removal of rocker arm shaft coupling, the coupling key was found excessively slack.

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.



24220-64800-11500  
003971-003979-02242

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Newport News S. & D. 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 Lewis*

Surveyors to Lloyd's Register of Shipping.



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Foundation

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