

# PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 1575

(Received at London Office)

of writing Report 26.11. 19 51 When handed in at Local Office Port of **HAMBURG**  
 Survey held at **HAMBURG** Date. First Survey **13.9.51.** Last Survey **31.10. 19 51**  
 on the Machinery of the ~~Wooden~~ **Steel** **S.S. "POINT CLEAR"** (No. of Visits **32**)

Gross **7777** Vessel built at **Gloucester City, N.J.** By whom **Pusey & Jones Corp.** Year. Month. When **1920 3**  
 Net **4954** Engines made at **Philadelphia** By whom **W. Cramp S & E. B. Co.** When **1920 3**  
 Main Boilers **3SB** Boilers, when made (Main) **1920** (Donkey) **-**  
 Owners **Bellavista Compania Naviera S.A.** Owners' Address **-**  
 Managers **-** (if not already recorded in Appendix to Register Book.)  
 If Surveyed Afloat or in Dry Dock **Both** Port **Panama** Voyage **-**  
 (State name of Dock.) **Deutsche Werft A.G.**

Report No. **Port**  
 Particulars of Examination and Repairs (if any) **+LMC, TS, Damage.**  
 Particulars of Examination and Repairs (if any) **+LMC, TS, Damage.**  
 Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
 Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides  
 of any letters respecting this case

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<b>+100A1</b>		<b>+ LMC</b>
<b>Shelter deck</b>		<b>MS 12,44</b>
<b>with freeboard</b>		<b>BS 5,47 4'51</b>
<b>3.51 6,48</b>		<b>CL N-6,47</b>
<b>Examined 6,47 4'51 (5 mos)</b>		<b>3.51</b>
<b>(Reclassification Contemplated)</b>		
<b>Laid up pending Repairs.</b>		

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 **yes, see attached Report**  
 damage report made by anyone else? If so, by whom? **no**  
 Surveyor personally go inside each Main Boiler separately and make a through examination at this time? **yes**  
 " " Donkey " " " **none**  
 State for what reasons **-** What parts of the Boilers could not be thus thoroughly examined? **-**  
 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? **-**  
 latest date of internal examination of each boiler **5.10.51.**

Surveyor examine the Safety Valves of the Main Boilers? **yes** Present condition of funnel(s) **efficient**  
 To what pressure were they afterwards adjusted under steam? **220 lbs/sq. in.**  
 Surveyor examine the Safety Valves of the Donkey Boilers? **-** To what pressure were they afterwards adjusted under steam? **-**  
 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **yes** and of the Donkey Boilers? **-**  
 Surveyor examine the drain plugs of the Main Boilers? **none** and of the Donkey Boilers? **-**  
 Surveyor examine all the mountings of the Main Boilers? **yes** and of the Donkey Boilers? **-**  
 Screw shaft now been drawn and examined? **yes** Has it a continuous liner? **yes** Is an approved oil retaining appliance fitted at the after end? **-**  
 Has the shaft now fitted been previously used? **-** Has it a continuous liner? **-**  
 Approved oil retaining appliance fitted at the after end? **-** State date of examination of Screw Shaft **6.10.51.** State the wear down in the  
 screw shaft **close fit** Is electric light and ~~power~~ fitted? **yes** If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **yes**  
 insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **yes.**

Items, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.  
 If not complete, state what arrangements have been made for its completion and what remains to be done **A complete machinery and boiler survey**  
**has been carried out.**

Remarks: -  
 1: - Vessel placed in drydock, propeller, screwshaft, stern bush, cocks, valves and outside fastenings of  
 connections examined and placed in satisfactory condition.  
 2: - The following machinery parts opened up, examined and placed in satisfactory condition: -  
 engine cylinders, pistons, valves and valve casings, crossheads, guides and connecting rods, crank-, thrust- and  
 intermediate shafts with their bearings.  
 engine attached bilge and air pumps with beams and bearings.  
 independent feed pumps, general service-, ballast-, sanitary- and aux. condenser cooling water pumps.  
 circulating pump with its driving engine.  
 engine, fan engine and windlass.  
 generators with steam engines.  
 oil transfer pump and both oil fuel pressure pumps with heaters.

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  
 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  
 140 lb., ED, &c.)  
**OS 3,34**  
 Machinery of this vessel, where now seen, is in efficient condition and eligible in my opinion to  
 be previously classed with fresh record of **+LMC 10,51 and TS CL 10,51.**

Section 29) M.S.	£ 26 : 0 : 0	Fees applied for <b>15.10.51</b> Recorded by me <b>15.10.51</b>
Screw Shaft	£ 5 3 0	
Repair Fee (if any) (per Section 29.)	£ 85 : 0 : 0	
Electrical (if chargeable)	£ 14 0 0 £ 12 16 0	

**Richard Kahler 020**  
 Engineer Surveyor to Lloyd's Register of Shipping.

Minute **FRI. 4 JAN 1952**  
**+ LMC 10,51**  
**without she cond**  
**510,51**

CERTIFICATE WRITTEN. **Lloyd's Register Foundation**  
**008231-008236-0082**

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

9. 1575.

"POINT CLEAR"

Valves, cocks, pipes and strainers of pumping arrangements.  
Main and auxiliary condenser, feed water heater and evaporator tested.  
Representative lengths of main and auxiliary steam pipes removed and tested to the Rule Requirements.

Electrical Installation.

Generators (30 KW), switchboards, cables and fittings examined and insulation resistance megger tested on completion of repairs and found satisfactory.

Boiler Survey

All boilers examined internally and externally with mountings, manholes, doors and their fastenings and found satisfactory.  
Safety valves adjusted under steam as noted.  
Oil fuel burning installation examined under working condition and found satisfactory.  
Steam smothering arrangement verified, control rods checked.

Damage: -

Now done on account of the following damages: -

- a) stated due to refloating the vessel after grounding in North Channel, east of Singapore, on the 19th June 1951, whilst the vessel was on foyage from Hong Kong to Singapore in loaded condition.
- b) stated due to heavy weather between the dates 25th and 30th June and 11th and 15th July, 1951, whilst vessel was on voyage from Singapore to Aden in loaded condition.
- a) The vessel placed in drydock, propeller, screwshaft, stern bush, cocks, valves and outside fastenings of sea connections opened up for examination.

The following machinery parts opened up for examination: -

Main engine cylinders, pistons, valves and valve casings, crossheads, guides and connecting rods with bearings, crank- and thrust shafts with their bearings, attached air-, feed water - and bilge pumps with beams and bearings.  
Independent circulating- and ballast pumps.  
Main and refrigerating condenser. Sanitary pump.  
Holding down bolts of main engine and thrust bearing.

- b) Steering engine opened up for examination.

Damage Repairs.

- a) Main engine No.1 main bearing, top half and thrust bearing forward lower half remetalled.  
6 main engine holding down bolts renewed.  
Main condenser - 30 condenser tubes and 60 ferrules renewed.  
Circulating pump, impeller shaft bearing renewed, impeller shaft smoothed.  
Ballast pump - Bucket rods, neck bushes and bucket rings renewed, valves reconditioned.  
Refrigerating condenser cleaned and 2 leaking coils repaired.  
Sanitary pump - Bucket ring grooves dressed up, bucket cylinders machined, bucket rods and neck bushes renewed.
- b) Steering engine crank discs and crank bearings machined, crank pins renewed.  
Cables and fittings on forecastle deck and both masts partly renewed.

Repairs (Wear and Tear.)

Fwd. main feed water pump. - Cylinder and bucket cylinder liner machined, piston and bucket renewed.  
Aft main feed water pump. - Cylinder machined, bucket cylinder liner, piston and bucket renewed.  
Auxiliary condenser cooling water pump: - Both bucket rods and neck bushes renewed.  
Both oil fuel pressure pumps - Steam and oil cylinders machined, piston rods, slide valve spindles and neck bushes renewed.  
Outboard generator engine - Governor repaired and satisfactorily tested.  
Inboard generator engine - Slide valve spindle renewed.  
Fan engine - Piston renewed.  
Main condenser - water door with diaphragm renewed.  
Aux. condenser - 4 condenser tubes renewed.  
Oil fuel heating coils - The heating coils in Nos. 1 and 3 port and starboard double bottom tanks and port and starboard daily settling tanks now repaired and partly renewed.  
The heating coils in deep tank and Nos. 2, 6 and 7 double bottom tanks found leaking, now suitably disconnected and blanked off.  
Ballast Lines - In Nos. 2, 4, 6 and 7 double bottom tanks, 70 lengths of ballast lines (165 metres) renewed. All ballast lines satisfactorily tested in place on completion of repairs.  
Stern tube - The stern tube cooling water pipe was found disconnected, the boring for this pipe tightened by cement. Cooling water pipe now removed, blanked on the bulkhead and boring in stern tube fitted with a screw plug.

Electrical installation.

Both generators stowed and varnished.  
Several minor repairs effected.

Trials.

Main and auxiliary machinery examined on completion under working conditions and found satisfactory.

*Richard Kibler*

