

Rpt. 9

Date of writing report 13th. June, 1960

Received London

Port Rio de Janeiro

No. 7617

Survey held at Rio de Janeiro

No. of visits 31

First date 22nd. May, 59

Last date 20th. May, 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23161 Name ~~NAVEM~~ "NAVEM HEMBURY" Gross tons 4974 Date of build 1915
Owners Navegação Mercantil S.A. Managers Port of Registry Rio de Janeiro

Engines made Wal. By Swan, Hunter & Wigham, Rchdsn. Type T 3 Cyl.
No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 W.P. 180 lb

No. of ~~Donkey~~ Boilers 1 W.P. 100 lb

Surveyed Afloat or in Dry Dock Both

Nature of Survey B.S., T.S., E.S. & O.F. CON.

Was Damage Report issued? no Int. Cert. yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1	LMC 3/56
SS 3/56 (Dr) 6/47	MBS 3/59
DS 4/57	dBS 5/57
Classed 6/47	TS CL 3/56
	SPS 3/56

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propellers Good Wear Down of Stern Bushes Good fit Oil Glands None Sea Connections Good

Fastenings Good Has Screwshaft Teeshaft been drawn? Yes Date of Examination 1:5:60 Has Shaft been changed? no

Has Shaft now fitted been previously used? Has Shaft now examined ~~had~~ a continuous liner? yes Approved oil gland? no

MAIN ENGINES (Recip. Steam ~~XXXX~~ ~~XXXXXX~~ MAIN ENGINE, ~~XXXXXXXX~~

1 Cyls., Covers, Pistons & Rods All good

2 Valves & Gears All good

3 Connecting Rods, Top Ends & Guides ~~Side~~ Centre All good

4 Crankpins & Bearings ~~Side~~ Centre All good

5 Journals & Bearings All good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS Good

24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS Good

26 CONDENSERS (MAIN & AUX.) (tested) Good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES Good

30 MAIN ENGINE DRIVEN PUMPS Good

31 CRANKCASE DOORS & EXPLOSION PREVENTION DEVICES

Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS

Eligible, in my opinion, to remain as classed with fresh records of E.S. 5,60, B.S. 5,60, T.S. CL. 5,60, S.P.S. 5,60 and to have the Notation of O.F. 5,60 (Fitted for burning oil fuel).

Date of Committee TUESDAY 13 SEP 1960

Decision ES 5.60, without spl. edu

TS 5.60, MBS 5.60, SPS 5.60

40m, 3.58 T. (MADE AND PRINTED IN ENGLAND)

SPS 5.60

OF 5.60

Engineer Surveyor to Lloyd's Register of Shipping
E. Howey.

008778-008785-0265

32 Essential Independent Pumps (Identify by position) All good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls All good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 ~~Feed Water Pumps~~ 36 ~~Low Oil Coolers~~ 37 Heaters (state service) Feed & O.F. - All good-

38 ~~Low Oil Coolers, Low Oil Coolers, Low Oil Coolers~~ 39 ~~Low Oil Coolers, Low Oil Coolers, Low Oil Coolers~~ 40 ~~Auxiliary~~

41 Oil Fuel Tanks (Not forming part of hull structure) Good

42 Evaporators Good 43 Have Evaporator Safety Valves been tested under steam? Yes

44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Both steam dynamoses - Good.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	Good
b Exciters		m Motors	Good
c Air Coolers		n Switchboards & Fittings	Good
d Motors		o Circuit Breakers	Good
e Air Coolers		p Cables	Good
f Control Gear, Cables, etc.		q Insulation Resistance	Good
g Insulation Resistance		r SAFETY VALVES	
h Insulating Oil Test		s Navigation Light Indicators	Good
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

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

MAIN P. & S. Good: 1:5:60 AUXILIARY DONKEY PRESS 9:5:60 - Good

~~SAFETY VALVES~~ Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to Sat. 180 lbs./sq." 100 lbs./sq."

Boiler Securing Arrangements Good

~~SAFETY VALVES~~ ~~SAFETY VALVES~~

~~SAFETY VALVES~~ ~~SAFETY VALVES~~

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes

~~SAFETY VALVES~~ Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Good - steel. Auxiliary (over 3 in. bore) Good - steel.

~~SAFETY VALVES~~ ~~SAFETY VALVES~~

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

OIL FUEL CONVERSION. The Port & Stard. Main and the Donkey Boilers now converted to Oil Fuel Burning in accordance with approved plans, The Secretary's letters and Rule Requirements. The funnel damper removed and all pipe arrangements verified. The steam smothering lines now fitted below boilers tested and proved efficient. Submitted this ship's machinery be assigned the notation of O.F. 5,60.

REPAIRS W. & T. Ther stern bush rewooded and screwshaft g.m. liner skimmed. All main engine crankshaft bearings remetalled and engine alignment verified. New bucket and liner fitted to M.E. driven air-pump. All auxiliary machy. overhauled. P. & S. Boiler preheater tubes all renewed and air casing repaired all as required. General repairs carried out to the boiler mountings as necessary.

LEAVE THIS SPACE BLANK

Survey fees M.S. 30.000,00
B.S. 24.000,00
T.S. 5.000,00

Expenses... (Rpt.8)

Date when A/c rendered 13th. June, 1960.