

REC'D NEW YORK MAY 28 1958
11 JUN 1958

Rpt. 9

Date of writing report May 14th., 1958

Received London

Port Jacksonville

No. 2150

Survey held at Savannah, Ga.

No. of visits 3

First date 28th March '58 Last date 5th March, '58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 01840 S.S. Name ~~XXXX~~ "APURE" Gross tons 3164 Date of build 1928-5
Owners Mene Grande Oil Co., C.A. Managers - Port of Registry MARACAIBO
Engines made 1928 By Palmers Co., Ltd-Newcastle Type T. Stm. 6 Cyl.

of Main Engines 1 No. of Screws 2
of Main Boilers - 2 S.B. W.P. 180 P.S.I.

of Aux./Donkey Boilers - W.P. -

veyed Afloat or in Dry Dock Both

ure of Survey D.S., T.S., MBS.

s Damage Report issued? Int. Cert.? Yes.

t Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
*100A1		*LMC	
SS	8-55 (Mob)	ES	8-55
"	6-51 (DR)	MBS	5-57
DS	5-57	TS (CL)	p. 4-55
Carrying petroleum in bulk.		Sps. (CL)	s. 4-57

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 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.

OCKING Propellers Good Wear Down of Stern Bushes Port Rewooded Starb. .094 Oil Glands Sea Connections Good

astenings Good Has Screwshaft/Tubeshaft been drawn? Port Yes Date of Examination March 1, '58 Has Shaft been changed? No

as Shaft now fitted been previously used? Has Shaft now examined ~~EMC~~ continuous liner? Yes Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

yls., Covers, Pistons & Rods

alves & Gears

onnecting Rods, { Side
op Ends & Guides { Centre

ranks and { Side
earings { Centre

ournals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

yls., Covers, Pistons & Rods

onnecting Rods & Top Ends

ranks and Bearings

ournals & Bearings

oolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

yls., Covers, Pistons & Rods

onnecting Rods & Top Ends

ranks and Bearings

ournals & Bearings

evers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

asings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

TEAM COMPRESSORS

LUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS Good Good

CONDENSERS (MAIN & ~~SAUX~~) Good & Tested Good & Tested

TEAM RE-HEATERS

RE-SUPERHEATERS

TOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS Bilge, good

RANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in good condition, eligible in my opinion to remain

as now classed with a fresh record of MBS. 3.58 and Tailshaft Surveyed (Port) 3.58 (CL).

Date of Committee NEW YORK MAY 28 1958
Decision As recd. MBS. 3.58 T.(CL) P. 3.58

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Lloyd's Register
Foundation
Engineer Surveyor to Lloyd's Register of Shipping

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32 Essential Independent Pumps (Identify by position) Fuel Oil Pressure pumps, both- good.
Starboard General Service Pump, good, Bilge & Ballast pump, good.

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

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

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

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

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

44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Steam Generator, good.

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors Good
b Exciters			
c Air Coolers			m Motors
d Motors			n Switchboards & Fittings Good
e Air Coolers			o Circuit Breakers Good
f Control Gear, Cables, etc.			p Cables Good
g Insulation Resistance			q Insulation Resistance Good
h Insulating Oil Test			r Steering Gear Generators and Motors
i Overspeed Governors			s Navigation Light Indicators
j Magnetic Couplings			
k Air Gap			

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

MAIN Port & Starboard. Feb. 28th. 1958. good.

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 180 P.S.I.
Spt.

Boiler Securing Arrangements Good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

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)

Repairs, Wear & Tear:

Docking Survey: - Three blades of port bronze propeller found set over, section off fourth blade missing at tip over 18" x 9". Propeller removed, repaired, balanced and repitched by Ellis Propeller Company.

Port Tailshaft magnafluxed in way of Keyway and found satisfactory. Stern bush rewooded.

Port Boiler: - 12 back combustion chamber stays found wasted, now renewed. 158 plain tubes found wasted & thin, now renewed.

Starboard Boiler: - 18 back & side combustion chamber stays found wasted, now renewed. 13 plain tubes renewed. Inboard safety valve seat renewed.

Both Boilers hydraulically tested to 185 P.S.I. and subsequently examined under steam. All found in good order.

Main Engine: - Port I.P. Valve rod guide brass renewed. Starboard attached Main engine bilge pump, new ram fitted, new neck & gland bush fitted. Port main engine HP bottom end reinstalled.

Steam Generator: - New piston valve fitted.

Starboard General Service Pump: - New water end fitted.

Main Blr. Survey Survey fees \$60.00
Tailshaft Survey 30.00
Electrical Survey 40.00
Machinery Repairs 30.00

Damage fee

Expenses

Date when A/c rendered

May 27/1958

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