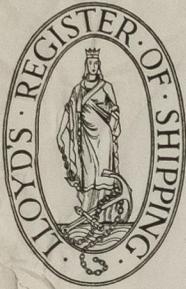


COPY

# LLOYD'S REGISTER OF SHIPPING



Report No 3320 D/1

Port of SANTOS (Brazil)

6th. August, 1962.

This is to Certify that

CHARLES A. DAVIES

the undersigned Surveyor to this Society did at the request of THE MASTER through his Santos Agents, Messrs. L. FIGUEIREDO S/A; and also Messrs. F. S. HAMPSHIRE & CO. LTD. - Lloyd's Agents of Santos - on behalf of London Salvage Association - and with the consent of the Owners representative did attend on board the M.V. "JOSEF CONRAD", 5752 tons gross of Gdynia, whilst afloat at Santos, Brazil, on the 24th. July 1962 and subsequently, for the purpose of ascertaining the nature and extent of the damage to the machinery of the ship.

It was stated at the time of survey that the M.V. "JOSEF CONRAD", recorded in Lloyd's Register of Shipping under No 44721 (Supplement) and classed with this Society, was on a normal voyage from Antwerp to Rio de Janeiro, when on the 7th. July 1962, with the main engines running at 117 r.p.m., the connecting bolt, in the no 2 unit (from fwd.), exhaust valve fwd. coupling fell out and became jammed between the coupling arm and the engine structure, resulting in the excessive torsional stresses being set up from the drive on the no 6 unit through to the fwd. end of the no 2 unit exhaust valve shafts with their couplings connecting links and assemblages, causing damage as here recorded and dealt with in accordance with the recommendations of Lloyd's Register of Shipping (Rio de Janeiro) report of the 18th. July 1962. Note : It is stated at this time that the machinery is still under makers guarantee.

For further particulars see official statements.

Upon examination, the damage, as now seen, was confined to the Main Engine Exhaust valve shafts and couplings with their assemblages for Nos. 2, 3, 4, 5 and 6 units, and would appear consistent with the stated particulars and the following repairs recommended without prejudice to the terms and conditions of insurance.

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 exercised, 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."

Cont.

Upon examination found :Recommended Repairs :

Sulzer Engine, Type 6 RD 76  
Number 42820/25

Units Numbered from fwd :-

Nº 1 Exhaust Valve : Assemblage  
for checking  
Fwd. and After labyrinth packing.

To open up for examination  
and to refit.  
To renew.

Nº 2 Exhaust Valve :  
Assemblage for checking.

To open up for examination.

Exhaust valve and shaft bent.

To renew.

Couplings distorted.

To renew.

Coupling connecting link dis-  
torted.

To renew.

Fwd. thrust bearing.

To refit.

After bearing.

To refit.

Bearing pressure rings dis-  
torted.

To renew.

Fwd. and after labyrinth dis-  
torted.

To renew.

Fwd. and after sealing rings.

To renew.

Coupling bolts and bushes.

To renew.

Nº 3 Exhaust Valve :

Assemblage for checking.

To open up for examination.

Exhaust valve and shaft bent.

To renew.

Couplings distorted.

To renew.

Coupling connecting link dis-  
torted.

To renew.

Fwd. thrust bearing.

To refit.

After bearing.

To refit.

Bearing pressure rings dis-  
torted.

To renew.

Fwd. and After labyrinth dis-  
torted.

To renew.

Fwd. and after sealing rings.

To renew.

Couplings bolts and bushes.

To renew.

Nº 4 Exhaust Valve :

Assemblage for checking.

To open up for examination.

Exhaust valve and shaft bent.

To renew.

Couplings distorted.

To renew.

Coupling connecting link distorted.

To renew.

Cont.

-3-

Fwd. thrust bearing torn.	To renew.
After bearing in order.	To refit.
Bearing pressure rings seized.	To renew.
Fwd. and After labyrinth distorted.	To renew.
Sealing rings torn.	To renew.
Coupling bolts and bushes.	To renew.
<u>Nº 5 Exhaust Valve :</u>	
Assemblage for checking.	To open up for examination.
Exhaust valve and shaft bent.	To renew.
Couplings distorted.	To renew.
Couplings connecting link distorted.	To renew.
Fwd. thrust bearing torn.	To renew.
After bearing in order.	To refit.
Bearing pressure rings seized.	To renew.
Fwd. and After labyrinth distorted.	To renew.
Sealing rings torn.	To renew.
Coupling bolts and bushes.	To renew.
<u>Nº 6 Exhaust Valve :</u>	
Assemblage for checking.	To open up for examination.
Exhaust valve and shaft bent.	To renew.
Couplings distorted.	To renew.
Coupling connecting link distorted.	To renew.
Fwd. thrust bearing torn.	To renew.
After bearing in order.	To refit.
Bearing pressure rings seized.	To renew.
Fwd. and After labyrinth distorted.	To renew.
Sealing rings torn.	To renew.
Coupling bolts and bushes.	To renew.
Servo-motor shaft bent.	To renew.

The foregoing recommendations were made with the view of placing the vessel in the same good and efficient condition as before the alleged casualty occurred.

At this time, permanent repairs were carried out by the replacing of all damage items by Makers renewals, which had been flown out from Europe.

The work being carried out by the engine room staff, and the Engine Makers representative of Rio de Janeiro. There being no delay incurred due to the repairs of the machinery while in Santos.

Cont.

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It being stated that the Engine Builders representative would be travelling with the ship to Buenos Aires.

Number of Visits - 4  
Fee - Cr\$ 14.250,00  
Expenses - Cr\$ 600,00



(C.A. Davies)

Surveyor to Lloyd's Register of Shipping.



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Foundation