

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 11 MAY 1942)

Date of writing Report: 30-10-41 When handed in at Local Office: 10 Port of Curacao, N.W.I.

No. in Book: 163 Survey held at Curacao, N.W.I. Date, First Survey: 27 June 1941 Last Survey: 20 October 1941

on the Machinery of the Wood, Iron or Steel: J.S.M.V. St. Eustatius ex. Hariba (No. of Visits: 30)

Age: Gross 428 Net 346 Vessel built at Flensburg By whom M. Vulcanwerk When 1921

BHP: 320 Engines made at Christiania By whom J. L. Bolinder When 1918

of Main Boilers: none Boilers, when made (Main) none (Donkey) none

of Donkey Boilers: none Owners: Curacao'sche Scheepvaart Maatschappij Owners' Address: Curacao

Managers: If Surveyed Afloat in Dry Dock: Wilhelmina. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port: Dordrecht, M.S., P.S. T.S.

Particulars of Examination and Repairs (if any):

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.

damage 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

was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did this was not done, state for what reasons? no boilers

and what parts of the Boilers could not be thus thoroughly examined?

Also what 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?

State latest date of internal examination of each boiler Present condition of funnel: Good - new.

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes.

Is the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes.

State date of examination of Screw Shaft: 18-7-41 State the distance between lignum vitae of bearing metal of stern bush and top of after bearing of screw shaft: 3 1/2 5/16

Engine parts, when referred to by numbers, should be counted from forward. Is electric light fitted? yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done: To complete the survey, the electrical installation & main dynamo requires overhauling & testing. The pumping arrangements to be altered to meet requirements. This is being done as kind permits between voyages.

Dordrecht: Vessel placed in dry dock, propellers, p.s. tail shafts, glands, outside connections all ship side valves examined & placed in good condition.

P.S.: The P.S. main engine cylinders, covers, valves & gear, pistons, gudgeons, connecting rods, crank main bearings, bed plate & holdway, down bolts, clutches, thrusts, propellers, compressors throughout stop & circulating pumps examined & placed in good condition. The injection & start may air lines with connections examined throughout & tested to 60 & 24 K. 1/2" respectively. The air fuel pumps with connections examined & tested & found satisfactory. The ballast pump with motor examined throughout & found satisfactory. The bilge & ballast pumping arrangements in the.

General 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 also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen is in satisfactory condition and eligible in my opinion to be classed L.M.C. 10-41 (Class contemplated) & P.S. T.S. (09)

10-41 when the reconditioning to Rule Requirements has been completed and subject to the approval of the committee.

Survey Fee (per Section 29): P.S. Tail shafts: 700 60

Special Damage or Repair Fee (if any) (per Section 29.): Received by me, 19

Travelling expenses (if chargeable):

Committee's Minute: TUE 14 JUL 1942

Assigned: See Co. Rpt. 2168

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

00279-00289-0091

*J.S.M.V. St. Eustatius.*

engine room examined & alterations to rule requirements, as per sketch attached to the 12<sup>th</sup> Entry Report, arranged for. The main generator with engine & switchboard is out of commission, arrangements have been made for a complete overhaul. In the meantime a small emergency petrol driven dynamo is supplying essential lights through a battery system. The main engines & pumps tested under working conditions & all found satisfactory.

Repairs:- Port engine No 1 crank pin bolts renewed.

Ahd. stern tank relined.

Funnel renewed, 48" steel 6 angle stiffeners all welded.

Inshore repairs to pumps, valves & etc.

*W.H.*  
*M*