

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

No. 111487

(Received at London Office)

16 JUN 1954

Date of writing Report: 19... When handed in at Local Office: 14 JUN 1954 19... Port of: NEWCASTLE-ON-TYNE

Survey held at: Garrow-on-Tyne Date: First Survey: 30.4.54 Last Survey: 31.5.54
 on the Machinery of the Wood, Iron or Steel S.S. "JULIAN PRESA" (ex. "Dennis Rose") (No. of Visits: 12)

Gross 1599 Vessel built at Glasgow By whom D. and W. Henderson & Co. Ltd. Year. Month. 1930 11
 Net 943 Engines made at Glasgow By whom D. and W. Henderson & Co. Ltd. When 1930
 Register Rule 232 Boilers, when made (Main) 1930 (Donkey) ✓
 Main Boilers 258 Owners Amiceto Uraim & Lucio Zatica Owners' Address ✓
 " " 4366 Managers ✓ (if not already recorded in Appendix to Register Book.)
 Donkey Boilers ✓ Port Puerto Limon Voyage ✓
 Pressure—
 Main Boilers 180 lbs/sq ✓ Surveyed Afloat and in Dry Dock Mercantile Dry Dock Ltd.
 Donkey Boilers ✓ (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
HULL	MACHINERY
100A1 - 10,53.	L.M.C. - 12,48.
S.S. 5LD - 12,48.	B.S. - 2,53.
	T.S.C.L. - 11,51.

Report No. Port
 Particulars of Examination and Repairs (if any) Docking and O.F. conversion
 All surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 being stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

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 ✓
 Damage report made by anyone else? If so, by whom? ✓
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ho
 " " Donkey " " " " " " ✓
 Reasons for what reasons Survey not due 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? ✓
 Date of internal examination of each boiler: ✓ Present condition of funnel(s) Efficient
 Surveyor examine the Safety Valves of the Main Boilers? ho To what pressure were they afterwards adjusted under steam? ✓
 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? ho and of the Donkey Boilers? ✓
 Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓
 Surveyor examine all the mountings of the Main Boilers? ho and of the Donkey Boilers? ✓
 Screw shaft now been drawn and examined? ho Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓
 How often changed? ho If so, state reasons ✓ 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 ✓ State the wear down in the shaft 1/8"
 Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? ho
 Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ho
 Lights, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
 If any work is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

How done for Docking:- Vessel placed in dry dock, propeller, after end of stern and all outside fastenings of sea connections examined.
How done for O.F. conversion:- The vessel was converted at this time to burn oil fuel (ash point above 150°F.) under the Todd natural draught system and all the relative requirements of the Rules have been complied with.
 Two Todd oil burning units, each comprising a pressure pump, a suction filter, a charge filter and a heater were fitted and the units were connected to the fuel lines per the approved plan, except that the pressure pipe numbered 14 on the plan was led low plate level in a well lighted and readily visible position instead of upwards and was the boiler fronts as planned, due to unforeseen restrictions.
 A starting-up oil fuel unit, comprising an auxiliary heater and hand pump were fitted.

The funnel damper was secured by electric welding in the fully open position.
 Observations, Opinion, and Recommendation:— (Please see continuation sheet no. 1)

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, etc.)
 The machinery of this vessel, so far as now seen is in safe working condition and in my opinion to remain so classed and to have the notation "Fitted for fuel 5,54 F.P. above 150°F."

O.F. conversion £ 25 0 0
 Surveyor's Fee (if any) (per Section 23.) £ : :
 Expenses (if chargeable) £ : :
 Fees applied for, 15 JUN 1954
 Received by me, 19
 TUESDAY 6 JUL 1954
 + LMC 3,54
 Sps 3,54
 Fitted for oil fuel 5,54 F.P. above 150°F

Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 CERTIFICATE WRITTEN
 002808-002815-0193 1/2

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

S.S. "JULIAN PRESA"

Continuation sheet no. 1

Work done for O.F. conversion (Continued):-

A Weir's oil fuel transfer pump (no. 277689) was fitted.

All oil fuel pressure lines were tested to 400 lbs/sq. in. and the suction lines to 50 lbs/sq. in. and found tight.

Five fighting appliances consisting of steam smothering, sand box with scoop, one 10 gallon portable Foamite extinguisher, two 2 gallon Foamite extinguishers, and two 30 feet lengths of hose with suitable connections in the engine room, were all installed.

The unit and the transfer pump were examined under working conditions and found satisfactory. The steam smothering and unit shut-off valves were operated by means of the extended spindle and seen to be in order.

Certificates covering the unit pumps and the transfer pump have been requested and will be forwarded when they become available.

The certificate covering the unit is attached - T 2548, installation no. 2117.

Plan, showing alteration aforementioned is returned herewith.

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.

M.D.



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