

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

(Received at London Office JUL - 9 1940)  
 Date of writing Report June 18<sup>th</sup> 1940 When handed in at Local Office 19 Port of New York  
 No. in Survey held at Brooklyn Date, First Survey May 17<sup>th</sup> Last Survey May 20<sup>th</sup> 1940  
 on the Machinery of the Wood, Iron or Steel T.S. MV. NUEVA GRANADA (No. of Visits 3)

Age { Gross 9968 Vessel built at Hamburg By whom Deutsche Werft A.G. Bet. Finkenwerder When 1937 Month 4  
 Net 5782 Engines made at Augsburg By whom Maschinenfabrik Augsburg When Sitt  
 Minimal Power 1170 (16) Boilers, when made (Main) (Donkey) When Sitt  
 Owners The Texas Co. (Norway) AS Owners' Address (if not already recorded in Appendix to Register Book.)  
 Managers H.C. Mathison Port Oslo Voyage ✓  
 If Surveyed Afloat & in Dry Dock yes (State name of Dock.) Robins & Co. Ror. Co.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1	9.39	+LMC 4.39 DBS/WTB. 3.39 CL —
Carrying Petroleum in bulk.		

st Report No. Port  
 Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has 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 the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? no

Was a survey not done, state for what reasons? not submitted

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Latest date of internal examination of each boiler ✓ Present condition of funnel good

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? ✓

Screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Screw shaft now been changed? no If so, state reasons ✓

Screw 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? ✓

Date of examination of Screw Shaft May 17<sup>th</sup> State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P.S. close

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted yes

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

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

If survey is not complete, state what arrangements have been made for its completion and what remains to be done ✓

done. Vessel placed on dry dock, examined the propellers, port & starboard screw shafts, fastenings of the stem bushes, sea valves & cocks and their fastenings and found to be placed in good order.  
LMC-CS Port Main motor Nos. 1, 2, 3, 4 & 5, cylinder, liners, pistons, covers, valves, gudgeon pins, connecting rods, crankpins & brasses examined & found in good order.  
Starboard main motor, Nos. 2, 3, 4 & 7, cylinder, liners, pistons covers, valves, gudgeon pins, connecting rods, crankpin & brasses, examined & found in good order.  
Starboard main motor scavenge pump, opened up, examined gears, casing, impellers, journals, valves and found to be placed in good order.  
Starboard main motor port & starboard stem bushes rewooded. Other minor repairs effected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in my opinion to remain as classed with fresh record of +LMC-CS with date the survey has been completed & port & starboard T.S. C.L. 5, 40.

Fee (per Section 29) Port CS £ 30  
 Damage or Repair Fee (if any) (per Section 29.) T.S. £ 40  
 Working expenses (if chargeable) £ ✓

Fees applied for JUN 19 1940  
 Received by me, James A. Young  
 19

James A. Young  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUN 19 1940

Signed As usual  
T.S. 5/40

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