

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

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)

Gross 9968 Vessel built at Hamburg By whom Deutsche Schiff AG. Bet. Finkenwerder When 1937 Month 4  
Net 5782 Engines made at Augsburg By whom Maschinenfabrik Augsburg When Sixth  
Main Boilers 1170 Boilers, when made (Main) Humburg A.G. (Donkey) When Sixth  
Owners The Texas Co. (Norway) AS Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers H.C. Mathieson Port Oslo Voyage ✓  
If Surveyed Afloat & in Dry Dock Yes  
(State name of Dock.) Robins & Co. Rye Co.

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

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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.

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? ✓

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

Donkey " " " " no

Was 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

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

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

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

Has the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Has 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? ✓

Shaft now been changed? no If so, state reasons ✓

Has 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? ✓

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

Has 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? ✓

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 stern bushes, sea valves & cocks and their fastenings and placed in good order.

2 MC-CS. Port Main motor Nos. 1, 2, 3, 4 & 5, cylinder, liners, pistons, covers, valves, gudgeon pins, connecting rods, crankpins & bresses examined & found in good order.

Starboard main motor, Nos. 2, 3, 4 & 7, cylinder, liners, pistons covers, valves, gudgeon pins, connecting rods, crankpins & bresses, examined & found in good order.

Starboard main motor scavenge pump, opened up, examined gears, casing, impellers, journals, bushes and found & placed in good order.

Starboard main motor port & starboard stern bushes reworked. 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 20) Port CS £ 30 Fees applied for JUN 19 1940  
Damage or Repair Fee (if any) T.S. £ 40 Received by me, James A. Young  
Expenses (if chargeable) ✓ 19 2020  
Committee's Minute NEW YORK JUN 19 1940  
Signed As above  
T.S. 5, 40

CHARACTER.		Machinery and Boiler Surveys	
Date of last Survey and of Periodical Surveys.		(including date of N.B., if any).	
+100A1	9.39	+LMC	4.37
		DBS	WTB. 3.39
		CL	—

Carrying Petroleum in bulk.

855 8PL NOTE 2 R.L. (La Mont WT. AB.)

CONTINUOUS SURVEY

Is a Certificate required? If so, to be sent to

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003599-003604-0358

ADAMAR 2 AYAM VM 2T

1794

1000

2.9

2  
Jc

Noted  
J. P.

24/7/40

五

000

© 2020  
Lloyd's Register  
Foundation