

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

(Received at Local Office 27 JUN 1944)

Survey Report 31st May 1944 When handed in at Local Office 19 Port of Jacksonville, Florida
 Survey held at Tampa, Florida Date, First Survey 10th Apr. Last Survey 27th May 1944
 on the Machinery of the ~~Work on~~ Steel M/V "ONDINA" (No. of Visits 23)

Vessel built at Amsterdam By whom N. V. Nederl Dok Maats When 1939 8
 Engines made at Amsterdam By whom Werkspoor N. V. When " "
 Boilers, when made (Main) (Donkey) 1939
 Owners N. V. Petroleum Maats "LaCorona" Owners' Address
 Managers (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Both Port London Voyage
 (State name of Dock.) Tampa Shipbuilding 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 now expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
* 100A1		* L.M.C.
4.42		8.39
		C.L. 4.42
Carrying petroleum in bulk		OIL ENGINES CONTINUOUS SURVEY.

Port
 of Examination and Repairs (if any) Completion of L.M.C. (C.S.) & D.B.S. & T.S.
 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 the cause of which must be stated should be separated from Repairs due to other causes; and in the body of the report, should be briefly summarised at the end of the report. State also the letters respecting this case.

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

made by anyone else? If so, by whom?

ly go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " Yes

for what reasons?

ers could not be thus thoroughly examined?

in the absence of internal examination, were adopted by the self of the thorough efficiency of those parts of each Boiler?

l examination of each boiler 10th May, 1944

Present condition of funnel(s) Good.

the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 lbs.

all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers? Yes

the drain plugs of the Main Boilers?

and of the Donkey Boilers? Yes

all the mountings of the Main Boilers?

and of the Donkey Boilers? Yes

a 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? Yes

ed? No If so, state reasons

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?

of Screw Shaft 4 May, 1944

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Close

referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

amine the generators, motors, switchgear, cables and fuses? Yes

ance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

lete, state what arrangements have been made for its completion and what remains to be done Completed

th the vessel in dry dock, the propeller stern bush and underwater fastenings examined

placed in good order. Sea valves opened up, ground in, examined and now in good order.

awn, examined, found in good order and replaced. Stern bush rewooded.

packed, propeller hardened to place, new cone fitted.

examin Nos. 3 and 4 cylinders-heads-pistons-valves & gear. Nos. 1-2-3-4-5 & 6 piston

ing rods-pins & brasses-guides & shoes-crank pins-main bearing & journals, intermediate

ed Pumps-Cylinder cooling water-piston C. Water-lub.oil- fuel oil-bilge & sanitary.

air receiver-auxiliary starting air receiver, condenser (tested), steam & motor

r compressors, general service, aux. piston cooling water and jacket cooling water

b. oil pump, fuel oil transfer pump, 2-boiler feed pumps, piston cooling water cooler,

P. T. O.

Conclusions, Opinion, and Recommendation:—

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 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 140 lb., F.D., &c.)

of this vessel, so far as now seen, is in good and safe condition, eligible in my

remain as now classed, with fresh record of L.M.C. 5.44 and D.B.S. 5.44, and T.S.C.L.

4. in the Register Book..

\$55.00

15.00

20.00

25.00

25.00

Fees applied for

6-2-1944

Received by me,

19

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lub. oil cooler.

Examined the valves, cocks, pipes and strainers of the pumping arrangements.
Daily service and fuel oil storage tanks, valves and deck controls. Examined and found in order.

ELECTRIC INSTALLATIONS:- Steam-Diesel Engines, driving generators, cylinders, valves, pistons, top & bottom end pins & brasses, crankshaft journals & bearings examined and found or placed in good order. Starting air receiver tested to rule requirements. Generators, motors, switchboard, cables, boxes, fuses, etc., examined and found or placed in good order. A test was made on the insulation & the resistance was found to be not less than 100,000 ohms. Generators were run in turn and all heaters, lamps, motors and appliances run and found in good order.

DONKEY BOILER examined over all parts, with mountings, fixtures, steam pipes and connections, and found or placed in good order. Safety valves adjusted under steam pressure to 120 lbs. pressure. Steam pipes tested as required by the rules and found tight and in good order. Oil burning equipment examined and tested under working conditions and found in good order. All pipes between pumps and burners examined and found tight.

REPAIRS:- Intermediate Shaft, removed to shop and skimmed in way of bearings and found in order, two bearings remetalled. All refitted in ship, now in good order.

STEAM CONDENSER:- ^{Other minor repairs} Approximately 200 tubes plugged solid, remainder cleaned and 200 renewed, tested found tight and in good order.

MAIN MOTOR:- Piston Rings renewed as found necessary.

MAIN MOTOR:- Safety Valves-2 renewed in air starting line.

MAIN MOTOR:- Exhaust Valve, rebushed, valve reconditioned and proven tight.

MAIN MOTOR:- Fuel Pipes, 6-annealed, tested and proven tight.

MAIN MOTOR:- Piston Cooling Water Cooler, bundle removed, cleaned, tested, replaced and closed up.

MAIN MOTOR:- Lub. oil cooler, bundle removed, cleaned, tested, replaced and closed up.

MAIN MOTOR:- No. 2 & 3 Crank Pin, brasses remetalled.

Other minor repairs were effected at this time by the engine room staff.

The main and auxiliary machinery was given a satisfactory dock trial.

SPECIAL REASONS LIST NO. 50:- Exam. aft journal of intermediate shaft by 11.43 (12 mos. limit).

This item may now be deleted from the S. R. List.

sh.

Noted.
As all parts of the machinery were
not examined at this time the
records should be + LMC-CS 5-44
5-44.
without special condition.

L.I.
12/7/66.

Survey commenced 4.41.



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