

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

(Received at London Office 27 OCT 1947)

Date of writing Report Sept. 29, 1947 When handed in at Local Office Sept. 29, 1947 Port of Newport News, Va.

No. in Survey held at Newport News, Va. Date, First Survey April 11, 1946 Last Survey Feb. 28, 1947

Book 30339 70035 on the Machinery of the West Virginia Steel M/V "NUEVA ANDALUCIA" (No. of Visits 62)

Name { Gross 9584 Vessel built at Hamburg By whom Den Deutscher Werft A.G. Bet. Year. Month 1940  
 Net 8366 Engines made at Augsburg Finkenwärd When 1940  
 Nominal Horse Power — Boilers, when made (Main — (Donkey) 1940)  
 of Main Boilers — Owners The Tanco Company (Norway) A/S. Owners' Address —  
 of Donkey Boilers — Managers (H.C. Mathiesen) Port — Voyage —  
 of Pressure Boilers — If Spent Afloat or in Dry Dock Yes Particulars of Classification — must be inserted  
 of Donkey Boilers — (State name of Dock) Newport News S. & D. Co. precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any)  
 Periodical Surveys, when made, to be reported in detail in the terms of the Rules. Any repairs or alterations made during the survey, and, in detail, the nature and extent of examinations and subsequent repairs on parts of the machinery (the nature of which must be stated) should be separated from repairs done in the course of the survey, and should be clearly summarized at the end of the report. State also the damage done to the vessel by anyone else? If so, by whom? Salv. Asso. of Lond. Surveyors  
 the Surveyor examined each Main Boiler separately and make a thorough examination at the same time None  
 " Donkey " " " Yes  
 This was not done, state for what reasons? Complete  
 What parts of the Boilers could not be thus thoroughly examined? None  
 What special means, in the course of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler? 215 lbs. hydrostatic test applied to all boilers.  
 Latest date of internal examination of each boiler December 19th, 1946 Present condition of fuel Good  
 Did the Surveyor examine the valves of the Main Boiler? — To what pressure were they afterwards adjusted under steam? —  
 Did the Surveyor examine the valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 170 Lbs.  
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? — and of the Donkey Boilers? Yes  
 Did the Surveyor examine the drain plugs of the Main Boilers? — and of the Donkey Boilers? Yes  
 Did the Surveyor examine the manholes, doors and their fastenings of the Donkey Boilers? — and of the Donkey Boilers? Yes  
 Were the shafts drawn and examined? Yes Is it fitted with continuous liners? — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No  
 shaft now — If so, state reasons Continuous liners renewed.  
 the shaft now — Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No  
 Date of examination of stern Feb. 4, 47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded.  
 Engine parts, when referred to by numbers, should be counted from forward. Included light and/or power fitted? Yes  
 Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes  
 The insulation resistance of the generator circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes  
 If survey is not complete, state what arrangements have been made for the completion and what remains to be done. Complete.

Vessel placed in dry dock, ships side fastenings, propellers, stern tubes, were examined, found or placed in good order. All sea cocks and valves, opened up, overhauled, examined and replaced in good working order. Tail shafts drawn, examined, liners found to be wearing badly; removed to shop, liners removed, shafts polished and new liners supplied, fitted, examined and liners found good and tight.  
 Port and starboard main engines were completely dismantled and coated while vessel laid up in New York.

NOW DONE:— Port and starboard main engine cylinders, cylinder covers, cylinder liners, valves, valve gear, pistons, piston rods, top and bottom end bearings, connecting rods and crosshead pins, guides, guide shoes, crank shaft journals, pins and webs and blower gearings, thrusts,

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good, safe, working order and eligible in my opinion to remain as now classed \*LMC. 2.47, port and starboard tail shafts seen (GL) 2.47 (New liners fitted) and B.S. 12.46.

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, boiler, working pressures, &c.; thus, for example, B.S. 9.11, B.E.M.S. 9.11, \*LMC. 9.11, or CS 9.34, 140 lb., I.D., &c.

Fee (per Section 29) \$ : : Fees applied for 19/4/ 19 47.  
 Damage or Repair Fee (if any) \$450.00: Received by me, 19  
 (per Section 29.)  
 Other expenses (if chargeable) \$ 40.00:

Committee's Minute / NEW YORK OCT 1 1947  
 Signed L.M.C.-2,47.  
 D.B.S.-2,47. T.S.-2,47.

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

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

thrust shafts and intermediate shafting, main bearings, pumps, compressors, steam and diesel engines for electric generators, oil heater, coolers, filters, bilge, ballast, circulating, sand feed pumps all cleaned, examined and completed, overhauled, necessary adjustments made, alignment checked, all replaced in good working order.

The shafting was found to be out of alignment, the stern tubes were drawn, stern frame rebored, bushes fitted and welded, again bored to fit stern tubes, stern tubes replaced, tail shafts and propellers, replaced in true alignment, coupled up and stern glands repacked.

Air receivers opened up, cleaned, examined and coated internally, safety valves adjusted.

Two donkey boilers and two gas boilers were examined internally and externally over all parts, together with doors and mountings and afterwards tested to 215 Lbs. hydrostatic pressure.

The safety valves were adjusted under steam as stated above.

The oil fuel installation was completely overhauled, examined, necessary adjustments made and reassembled, afterwards examined under working conditions and found in good, safe, working order. Fire fighting appliances in order.

Pumping arrangements examined, tested, found or placed in good order.

All cargo pumps and pumping arrangements renewed throughout vessel and afterwards tested under working conditions and proven satisfactory.

Windlass renewed, fitted and tested.

Steering gear completely overhauled, cleaned, examined, reassembled and tested under working conditions and found in good working order.

On completion of the above overhaul, a sea trial of six (6) hours was held and machinery found working to the satisfaction of all interested.

*John Smith*



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