

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

(Received at London Office

JUL 25 1940

Date of writing Report 3rd June 1940 When handed in at Local OfficePort of Rio de JaneiroNo. in Reg. Book. Survey held at Rio de JaneiroDate, First Survey May 29th Last Survey June 1st 194089306 on the Machinery of the Wood, Iron or Steel twice M.Y. "NUEVA ANDALUCIA"(No. of Visits 3)Tonnage } Gross 10044
NetVessel built at HamburgBy whom Reutsche Werft A.B. Bet When 1940

Nominal Horse Power }

Engines made at AnglobergBy whom Maschinenfabrik Angberg When 1940

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners The Texas Co (Norway) A/S

Owners' Address

(If not already recorded in Appendix to Register Book)

Port OsloVoyage Port Arthur

Steam Pressure—

in Main Boilers

in Donkey Boilers

If Surveyed Afloat or in Dry Dock yes Anchor

(State name of Dock.)

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).
<u>100 A1</u>		<u>Oil Eng.</u>
<u>200 A1</u>		
<u>100 A1</u>		
(Class contemplated)		
		<u>Carrying petroleum in bulk</u>

Last Report No. PortParticulars of Examination and Repairs (if any) Propeller & Shaft

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage 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 Copy report 10 attached.

Was a damage report made by anyone else? If so, by whom? no.Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ☒" " Donkey " " ☒If this was not done, state for what reasons? ☒And what parts of the Boilers could not be thus thoroughly examined? ☒Also 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? ☒State latest date of internal examination of each boiler ☒Present condition of funnel GoodDid 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? ☒Has screw shaft now been drawn and examined? Port 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? no.Has shaft now been changed? yes. If so, state reasons Working shaft bent at cone.Has the shaft now fitted been previously used? no. 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.State date of examination of Screw Shaft Port 30/5/40. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8 B

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? yesSo, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ☒Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ☒If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Survey held by request of Owners representatives and Clyde Agents, on account of damage to Port propeller. Hill's sustained at Monte Video on 23rd May 1940. (No particulars of this vessel appear in the R.B.). Interim stipulated by Hamburg Surveyors recommending: 100 A1.

After lifted afloat, found one blade of Port bronze propeller badly set over and fractured. Shaft drawn in, found bent at cone 1 1/4". Stern bush & fastenings found in order; also fastenings of Starboard propeller. Both Port shaft and propeller now fitted. Holes in coupling reamed and original bolts fitted. It is stated the damaged shaft and propeller will be landed at Port Arthur for repairs.

Notes on spare shafts: G.H.N. 240 YDS
S. 232 M.B. 14513
90060 30-9-39.
60718 W.A.C.
28-11-39.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as now

(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, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Seen, is in good order, eligible in my opinion to be continued as classed, and to have record of Port Shaft seen N. C. 5-40.

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) £1000 000Travelling expenses (if chargeable) £250 000

Committee's Minute

Assigned 2 No actionNote V.S. record" R.L.

Fees applied for

1st June 1940

Received by me,

19

TUE. 29 JUL 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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