

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

Date of writing Report May 6th 1940 When handed in at Local Office May 6 1940 Port of New York
No. in Survey held at Brooklyn Date, First Survey and Last Survey April 4th 1940
on the Machinery of the Wood, Iron or Steel M.V. NUEVA ANDALUCIA (No. of Visits one)

Gross Vessel built at By whom When
Net Engines made at By whom When
Nominal Horse Power Boilers, when made (Main) (Donkey)
No. of Main Boilers Owners Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Managers Port Oslo Voyage
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Yes
in Donkey Boilers (State name of Dock.) Robin's D.D. & Rep. Co.

Last Report No. Port
Particulars of Examination and Repairs (if any) Dry docking & Damage repair
Periodical Surveys, when held, must be reported in detail and serially 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.
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. Report attached
as a damage report made by anyone else? If so, by whom? Underwriter's surveyor.
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

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 for survey.	Machinery and Boiler Surveys (including date of N.B., if any).
Class contemplated.		

Donkey no
this was not done, state for what reasons?
What parts of the Boilers could not be thus thoroughly examined?
To 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(s).
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? no Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
Shaft now been changed? If so, state reasons.
Is 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. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. P 3/2, S 1/2.
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
the 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. Complete
Examined for damage stated to have been sustained by encountering ice after leaving Hamburg March 12th 1940, on a voyage to New York via Oslo.
done
Vessel placed on dry dock examined the propellers, fastenings of the stern bushes & the sea connections and found or placed in good order.
Broken cement on rudder cones now renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is
(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.)
fit in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ :
Special Damage or Repair Fee (if any) (per Section 29.) £ :
Travelling expenses (if chargeable) £ :
Fees applied for
19
Received by me,
19

Committee's Minute
Assigned Transmitted to London
NEW YORK MAY 8 1940

James A. Young
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
003640-003648-082