

pt. 9

Date of writing report 11. 2. 58
Survey held at Willemstad, Curacao. N.A.

Received London

No. of visits 2

REC'D NEW YORK MAR 21 1958
3 APR 1958

Port

First date 9. 2. 58

Last date 10. 2. 58

No. 5349

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

In R.B. 25513 Name M.V. " REGENT JAGUAR "

Owners Bowring S.S. Co. Ltd.

Managers E.T. Bowring & Co. Ltd.

Gross tons 8133 Date of build 8-1941

Engines made 1941 By J. G. Kincaid & Co. Ltd.

Port of Registry London

Type Oil Engine

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers 2 W.P. 150 lbs.

Kept Afloat or in Dry Dock Both

Date of Survey Damage

Damage Report issued? yes Int. Cert.? yes

Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100AL	+LMC cs
11,57	6,53
ss. Grk.	d
6,53	11,57
Carrying Petroleum in bulk.	CL
	11,57
	sps
	9,52

Condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a warning mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Survey those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

KING Propellers Efficient

Wear Down of Stern Bushes 1/8"

Oil Glands

Sea Connections Good

Connections Good

Has Screwshaft Tubeshaft been drawn? no

Date of Examination

Has Shaft been changed?

Shaft now fitted been previously used?

Has Shaft now examined/fitted a continuous liner?

Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

Covers, Pistons & Rods

Exhausts & Gears

Connecting Rods, Ends & Guides Side Centre

Cranks & Pins Side Centre

Valves & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Cranks & Bearings

Valves & Bearings

Exhausts & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Cranks & Bearings

Valves & Bearings

Exhausts

SCAVENGE BLOWERS

RECHARGERS

MAIN TURBINES

Exhausts, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

MAIN COMPRESSORS

VALVES & HYDRAULIC COUPLINGS

REDUCTION GEARING

REDUCTION BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

REDUCING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

MAIN RE-HEATERS

SUPERHEATERS

STEAM & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

SAFETY CASE DOORS & EXPLOSION RELIEF DEVICES

GENERAL CONDITION OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manoeuvring?

The machinery of this vessel so far as now seen is eligible in my opinion to be retained as now classed without fresh record of survey and subject to propeller being renewed at Owners convenience.

TUESDAY 29 APR 1958

Defended by J. P. C. S.

W. V. Jones
Engineer Surveyor to Lloyd's Register of Shipping

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Foundation

003706-003711-0201

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main 40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS.....
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
Spt.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

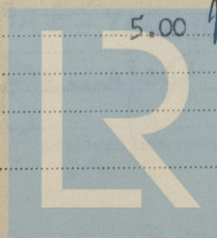
Vessel placed in drydock on account of grounding from 12th to 20th January 1958 at Breves River entrance whilst on voyage from Puerto La Cruz, Venezuela to Manaus, Brazil, and the following damage, attributed to refloating operations, found and dealt with.

FOUND	RECOMMENDED
All four tips of four bladed solid bronze propeller set aft approximately 3 inches.	Propeller to be renewed.
6" x 12" of one blade tip missing, and leading edges of 3 blades set aft approx. 3" over 18".	
Rope guard missing.	To be renewed.
Now Done:- New rope guard fitted and all four blades of propeller faired, but it is recommended that the propeller be renewed at Owners convenience.	

LEAVE THIS SPACE BLANK

Survey fees
Damage fee Fls. 100.00
Expenses... 5.00

Date when A/c rendered



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