

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 332966

18 AUG 1951

Date of writing Report 30/7 1951 When handed in at Local Office 19 Port of Rotterdam
 No in Reg. Book. Survey held at Rotterdam Date. First Survey 8/5/51 Last Survey 13/4 1951
55906 on the Machinery of the Wood, Iron or Steel "CARREINA" (ex "CLAN MACIVER") (No. of Visits 16)

35265
 Gross 4327 Vessel built at Port Glasgow By whom Highgrove & Co.
 Net 2729 Engines made at Glenloch By whom Rankin & Blackmore, Ltd. When 1921 6
 Nominal Horse Power 577 MW Boilers, when made (Main) 1921 (Donkey)
 Owners Cia. Maritima Carreina S.A. Owners' Address
 of Main Boilers 3 6 B Managers (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers 1 Port Porto Rimon Voyage ✓
 Steam Pressure 180 lb If Surveyed Afloat ✓ in Dry Dock Rotterdam Drydock 6
 of Main Boilers 180 lb (State name of Dock.)
 of Donkey Boilers ✓

st Report No. Port
 Particulars of Examination and Repairs (if any) + LMC, TS, repairs
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, 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 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.

Is a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey

What parts of the Boilers could not be thus thoroughly examined? All parts examined

At 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?

What was the latest date of internal examination of each boiler? 22/5/51 Hdd 2/5/51 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 100 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes 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? yes and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has the shaft now been changed? no If so, state reasons. Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 25/6/51

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

When parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. The Hdd boiler safety valves

to be adjusted to the WP under steam, this will be done at the vessel's return

to this port in 4 weeks time.

Vessel placed in drydock, propeller stem and outside fastenings

reasonably opened up, new shaft drawn and found in good

condition. H.P. M.P. & L.P. cylinders, pistons & rings, cross, slides and chests

examined and found in good condition.

Crank, thrust and tunnel shafting opened up and found in

good condition. Attached air, fuel & bilge pumps with valves opened up and

found after minor repairs in order.

Main & auxiliary condensers opened up and tested and made good & tight

circulating machinery, feed pumps, ballast, general service & condensing

pumps, oil fuel burning pumps, heaters, fan engines, & generator

engines opened up and found in good condition. Daily service lines and

general Observations, Opinion, and Recommendation:— repairs & fitting done and found good

(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, BS 9,11, B&MS 9,11, & LMC 9,11 or

CS 3,34

The machinery being in a good condition I am of opinion

that the vessel is eligible to be continued as classed with fresh

record of + L.M.C. 7-51, notation of S 6-51 C2 when Hdd boiler

safety valves adjusted, subject to steam chest of the ballast pump

being renewed before the end of Oct 51

Fee (per Section 29) £ 490.- Fees applied for 88 1951

Special Damage or Repair Fee (if any) £ 200.- Received by me, ✓

Travelling expenses (if chargeable) £ 110.- 20.-

Committee's Minute

Assigned

See Rot 33920

TUES. 29 OCT 1951

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

004206-004212-0163 1/2

S/S "CARRENA"

Pumping arrangement ex^{am} and found or made good.

Steampipes ex^{am} and tested as required and found good.

Ex^{am} the three main boilers internally and externally the mountings and safety valves and found the furnaces slightly deformed and centre furnaces somewhat pitted in my opinion not of consequence and further in good condition. Safety valves except 14th boiler (no steam raised) adjusted to the WP under steam. OF turning and steam-smothering line ex^{am} and tested and found good.

Electric installation ex^{am} meggered and tested as required and found or made good.

Repairs done: New parts & W to damaged propeller tips.

Stemtube removed and refitted for stemframe renewal.

Cracked stemtube flange renewed and satisfactory secured to the tube. Sternshaft liner slightly dished up in latter neck and stern gland with bush renewed ^{reworked} stemtube.

Thrust block and straight shafting lined up to crankshaft upon completion alignment ex^{am} and found true. A number of broken holding down bolts in way of LP renewed. A number of leaking tubes in main and sea condensers renewed. Inlets of ballast and gun wine pump renewed (corrected).

All auxiliaries thoroughly overhauled and made good. Valve faces of the ballast pump machines, upon trial the pump was not working quite satisfactory and it has been arranged with the Owners Dept that a new steam chest be ordered from the makers and fitted before the end of Oct 51 (S.R.E. letter 4 attached).

Pumping arrangement in holds removed and refitted for access to hull repairs, some piping in holds and machinery spaces renewed.

Cables of generator No 1, and cable to fore ship renewed. Navigation lights placed in order. Main switch board repaired. A number of minor repairs effected.

All repairs ex^{am} during progress and upon completion machinery ex^{am} under working condition and found in good working order.

W. Mordant

F. W. O'Connell