

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

(Received at London Office 29 JAN 1951)

Date of writing Report 27th Dec., 1950. When handed in at Local Office 27th Dec., 1950. Port of PHILADELPHIA, PA.

No. in Reg. Book 75351 Survey held at Gulf Oil Pier, Hog Island, Phila. & Chester, Pa. Date, First Survey 19th Dec., Last Survey 23rd Dec., 1950. (No. of Visits three)

Tonnage { Gross 10781 Net 6545 Vessel built at Kiel By whom Frd. Krupp Germaniawft A. G. When 1938 1
Nominal Horse Power 1165 Engines made at " By whom " When " "
No. of Main Boilers - Boilers, when made (Main) - (Donkey)
No. of Donkey Boilers 4 Owners Empresa Maritima de Transportes S.A. (if not already recorded in Appendix to Register Book.)
Managers - Port Panama Voyage -
If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Main Boilers 2 db 200 (State name of Dock.) Sun SB & DD Co.
in Donkey Boilers 2 db 100 lb.

Particulars of Examination and Repairs (if any) DBS, Docking & CL
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.

| 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) |
|--|--------------------------------------|---|
| +100A1 6,50 | | *LMC CS 10,49 |
| ss Gen. - 10,49 | | 10,49 |
| | | DBS 11,48 |
| | | CL 11,48 |
| Carrying petroleum in bulk. | | |

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.
as 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? no

Port oil fired (Scotch) Boiler - yes
this was not done, state for what reasons?
what parts of the Boilers could not be thus thoroughly examined?
so 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?

the latest date of internal examination of each boiler Port DB & Exhaust Gas (2) 19/12/50 Present condition of funnel(s) Good
did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? Oil fired DBS
did the Surveyor examine the Safety Valves of Donkey Boiler? Port DB & Exhaust Gas (2) To what pressure were they afterwards adjusted under steam? 200 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? none
did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? yes

is screw shaft now been drawn and examined? 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
is shaft now been changed? no 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? P. & S.
the date of examination of Screw Shaft 23/12/50 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. Is electric light and/or power fitted? yes
so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete, when the safety valves of the exhaust gas boilers have been adjusted under steam (see below).

WORK DONE:- Docking - Vessel placed on floating dock, propellers, sea connections and underwater fastenings examined. Port and starboard tailshafts drawn, examined, found in order and replaced. Air valves (in way of E.R. only) opened up and examined.

Completion of D.B.S.:- The exhaust gas boilers and the port oil fired donkey boiler examined with their safety valves, doors and mountings, and the safety valves of the port and starboard oil fired boilers adjusted under steam to the above pressure. It was stated that the safety valves of the exhaust gas boilers would be adjusted under steam to the required pressures after the vessel has proceeded on her voyage and that due notification of this requirement having been complied with would be given at a later date.

General Observations, Opinion, and Recommendation:-
(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.E.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

Machinery of this vessel is eligible, in my opinion, to remain as classed, and to have record of B.S. 10,50, as previously recommended, and notation of port and starboard tailshafts seen CL 12,50.

Survey Fee (per Section 29) D.B.S. \$ 45.00
Screwshafts \$ 40.00
Repair Fee (if any) \$
(per Section 29.) Late Fee \$ 20.00
Travelling expenses (if chargeable) \$ 3.00

Fees applied for 27 Dec 1950 per F.A.G. Received by me, 19
For L. R. Chapman & self
D. J. Anshel
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned Deferred for Comp. DBS.

NEW YORK JAN 3 1951

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

The oil fuel burning arrangements and the steam smothering installation examined under working conditions and found in order.

Repairs (Wear & Tear) Now Done:-

Port and starboard stern bearings rewooded.
Several other minor repairs effected.

Interim certificate issued - copy attached.

Noted
Port N.B.S.

RM
1.3.51



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