

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

(Received at London Office

1 JUN 1931

Date of writing Report 18 May 31 When handed in at Local Office 18 May 31 Port of New York

No. in Survey held at Brooklyn, N.Y. Date, First Survey 21st Aug 1930 Last Survey 5th May 1931

16242 on the Machinery of the ~~Wood, Iron~~ or Steel Sc. M/V "LA PLAYA"

Gross Tonnage 3682 Net 2144 Vessel built at Burkhead By whom Gammel Bards Co. Ltd When 1923-11

Nominal Horse Power 1096 Engines made at Burin By whom "Siat" Stab. Grandi Motori When 1927

No. of Main Boilers 1 Boilers, when made (Main) (Donkey) 1923

No. of Donkey Boilers 1 Owners Balboa Shipping Co. Inc. Owners' Address (if not already recorded in Appendix to Register Book.)

Team Pressure in Main Boilers ✓ Managers United Fruit Co. Port Balboa Voyage

In Donkey Boilers 140 If Surveyed Afloat or in Dry Dock Both 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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1		+LMC 9, 27
with fuelboard		+NE 9, 27
5, 30		+LMC(M) 11, 29
SS N.Y. No 1-28		DBS 11, 29
		CL 2, 28
		OIL ENGINE

Particulars of Examination and Repairs (if any) BS+part+LMC

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly 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?

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? Yes

Do. " Donkey " " " " Yes

When this was not done, state for what reasons?

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

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 140 lbs/10"

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? Yes

Has the 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.

Has the shaft now been changed? Yes If so, state reasons liner badly worn.

Has the shaft now fitted been previously used? Yes 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? ✓

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Rewooded.

Is the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Not complete.

Now Done.

Vessel placed on dry dock, the propeller and stern bush examined and found satisfactory. The screw shaft was examined, the liner found badly worn and the spare shaft installed.

The sea connections and fastenings were examined and found now placed in good condition.

No. 1 Engine.

The crank shaft examined in entirety with all bearings and found or now placed in good condition.

The No. 1 cylinder examined, including cylinder cover and valves, valve gear, piston and piston rod, crosshead and guides.

General Observations, Opinion, and Recommendation:—The machinery of this vessel 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, or S.L.M.C. 9,11, 140 lb., F.D., &c.)

Legible, in my opinion, to remain as now classed and to have fresh record of CLN 5, 31, DBS 5, 31 and to have a record of LMC with date upon completion of survey.

Fee (per Section 28) £855 00 Fees applied for MAY 22 1931

Damage or Repair Fee (if any) £825 00 Received by me, Albert F. Allen, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAY 20 1931

Signed D.B.S. 5.31 T.S. 5.31 M.S. partly told



Insert Character of Ship and Machinery precisely as in the Register Book.

X.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

Scavenge pump control valves examined and found satisfactory.

No. 2 Engine.

Compressor 3rd stage inter-cooler examined and found or now placed in good condition.

Scavenge pump control valves examined and found satisfactory.

Scavenge pump eccentric sheaves and straps examined and found or now placed in good condition.

No. 3 Engine

No. 2 cross head and brasses examined and found or now placed in good condition.

The crank shaft examined in entirety with all bearings and found or now placed in good condition.

Scavenge pump control valves examined and found or now placed in good condition.

No. 4 Engine

No. 4 cylinder, including cylinder cover and valves valve gear, piston and piston rod examined and found or now placed in good condition.

Compressor cylinder and piston and crosshead examined and found or now placed in good condition.

The No. 1 + 2 circulating pumps and the sanitary and fire pumps examined and found or now placed in good condition.

Upon completion of repairs, the main engines, auxiliaries and main motors were given a dock trial and found satisfactory.

Owner's Repairs.

No. 1 Engine

The No. 1 cylinder jacket renewed together with liner and piston, and new tie bolt on the starboard side.

Driven wheel on camshaft renewed.

Bottom halves of Nos 2, 3, 4, 5 + 6 main bearings reinstalled.

No. 1 top end brasses renewed.

Scavenge pump control valves machined to give increased clearance.

No. 2 Engine

The internal air pipe in compressor 3rd stage inter-cooler renewed.

Scavenge pump control valves machined to give increased clearance.

Scavenge pump eccentric sheaves machined and straps reinstalled. (See follow on sheet)

M/V "LA PLAYA"

ENGINES.

No. 2 Engine (contd)

Fuel oil pipe to No. 1 cylinder renewed.

Air pipe from compressor to cylinder renewed.

No. 3 Engine.

New Brasses fitted in No. 2 crosshead.

Bottom halves of Nos 2, 3, 4, 5 + 6 main bearings reinstalled.

Scavenge pump control valves machined to give increased clearance.

No. 4 Engine.

The No. 4 cylinder, piston and liner renewed.

Compressor cylinder renewed with liner.

Compressor piston and crosshead renewed.

Air pipe from the compressor to the cylinder renewed.

New impeller shafts installed in Nos 1 + 2, main engine circulating pumps and the sanitary and fire pumps.

Marks on renewals.

New tie bolt stamped

609 B (B) C LLOYDS A.F.A.

9-3-30 3-9-30

New cylinder No. 1 engine stamped

LLOYDS B.C. G.B. 22

P.K. 3.5 1-7-30

TORINO FORNIT 6564

New cylinder, No. 4 engine stamped.

LLOYDS B.C. G.B. 23 CR (BC)

P.K. 3.5 17-10-30

TORINO FORNIT 6764

New compressor stamped

LLOYDS. B.C. C.R. 8 G.B. (BC)

P.K. 3.5 2-8-29

P.K. 3-6 6-8-29

TORINO.

Spare shaft marked.

LLOYDS 6263 J.O. P

29-9-22 4-23.

Boiler Survey

Donkey boiler examined internally and externally together with all mountings and found satisfactory.

Safety valves adjusted under steam to 140 lbs per sq. inch.

To complete survey for T.M.C.

All requirements except the above.

A. F. A.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

