

Rpt. 9.

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

(Received at London Office)

Date of writing Report 14th February 1954 When handed in at Local Office 19 Port of Aruba, N.W.I. 20 MAR 1954

No in Reg. Book 28639 Survey held at Aruba, N.W.I. Date First Survey 30th Jan. Last Survey 3rd Feb. 1954 (No. of Visits 4)

1470 on the Machinery of the ~~Wood~~ or Steel TSS. "SURINAM" Year 1929 Month 5

No Tonnage Gross 3156 Vessel built at Belfast By whom Harland & Wolff When 1929 Month 5  
Net 2193 Engines made at Belfast By whom Harland & Wolff When 1929 Month 5  
220 Boilers when made (Main) (Donkey)

Boilers 2 Owners Cia de Petroleo Lago Owners' Address (if not already recorded in Appendix to Register Book.)  
" 4360 Managers Port Maracaibo Voyage

Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
" 180 lbs. (State name of Dock.) San Nicolaas Harbour.

No. 1515 Port Aruba  
of Examination and Repairs (if any)

Repairs, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the body of the report, should be briefly summarised at the end of the report. State also the dates and letters respecting this case.

HULL	MACHINERY
*100A1. 1,53	*LMC. 3, 50
SS.Aru. 3,50	BS. <del>4,52</del> 1,53
	TSCL. 1,53
Carrying petroleum in bulk.	
Fitted for oil fuel 15, 29	
F.P. above 150° F.	

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 made by anyone else? If so, by whom?  
or personally go inside each Main Boiler separately and make a thorough examination at this time?

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

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?  
Date of internal examination of each boiler

or examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?  
or examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

or examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?  
or examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

or examine all the mountings of the Main Boilers? and of the Donkey Boilers?  
Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the screw shaft now fitted been previously used? Has it a continuous liner?  
oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

Is electric light and fan power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?  
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.  
If not complete, state what arrangements have been made for its completion and what remains to be done.

Requested by Owners' Representatives, on account of Repairs to Port Main Engine Crankshaft  
rust block.

in Engine:  
coupling of crankshaft found fractured through coupling bolt hole, fracture extending from outside periphery of coupling flange.

coupling bolt holes elongated, caused by slack coupling bolts.  
Repairs Now Done:

thick steel ring made full width of coupling flange and shrunk on outside of flange.  
coupling bolt holes reamed to true diameter and four new coupling bolts fitted.  
coupling bolt hole in way of fracture reamed parallel and fitted bolt installed.

Condition of crankshaft checked and found satisfactory. P.T.O.

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

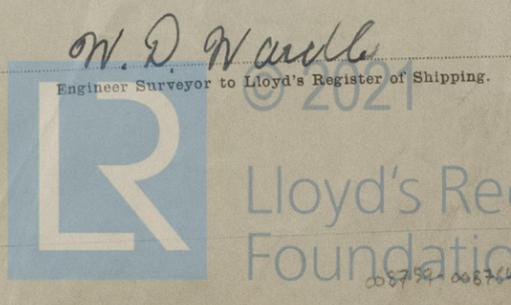
Machinery of this vessel, where seen, is in safe condition, eligible in my opinion that the classification of +LMC be retained, subject to Port Main Engine crankshaft aftermost journal being renewed

three months.

(per Section 23) £ : : Fees applied for, 6.2. 1954  
Age or Repair Fee (if any) Rep. Fls. 150.00 Received by me  
(per Section 23.)

Travelling expenses (if chargeable) £ : 9.00  
Sunday fee 44.00 THURSDAY - 1 APR 1954

Assigned Wise Aru



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

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

Port Main Engine Thrust block

Thrust shaft disconnected, removed, examined, tested in lathe and found satisfactory.  
Shaft lightly machined in way of bearings.  
Forward bearing of thrust, white metal showing evidence of burning and remaining metal clear of thrust shaft.

Now Done:

Thrust shaft bearings, forward and aft, remetalled, machined and thrust shaft replaced in correct alignment with screwshaft and crankshaft. Thrust shoes dressed smooth, replaced and adjusted.

Port Main Engine Examined under working conditions and found satisfactory.

It was recommended that the aftermost journal of the Port Main Engine crankshaft be renewed within three months.

At present, it is the Owners intention to retire this vessel from service before the end of March, 1954 the vessel to be laid up pending disposal of same.



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