

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

(Received at London Office)

Date of writing Report 25. 1. 1949. When handed in at Local Office 19 Port of Curacao, N. W. I.
 No. in Survey held at Willemstad, Curacao, N.W.I. Date, First Survey 5.1.49 Last Survey 21. 1. 1949.
 Reg. Book 78489 on the Machinery of the ~~Wooden~~ Steel T. S. S. "URDANETA" (No. of Visits 7)

Tonnage { Gross 2647 Vessel built at Newcastle By whom Palmers' Co. Ltd. Year. Month
 Net 1513 Engines made at Sunderland By whom MacGill & Pollock, Ltd. When 1927 8
 Nominal Horse Power 210 Boilers, when made (Main) 1927 (Donkey)
 No. of Main Boilers 2 Owners. Mene Grande Oil Co. C.A. Owners' Address
 No. of Donkey Boilers Managers - Do - Port Maracaibo Voyage
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both
 in Donkey Boilers (State name of Dock.) Wilhelmina

Last Report No. Port

Particulars of Examination and Repairs (if any) Deg. BS. O.G.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

In 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.

Was 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 " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler Port and Starboard 18.1.49

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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 screw shaft now been drawn and examined? P&S Is it fitted with continuous liner? NO Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft P&S 7.1.49 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P&S Close

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Now Done:- Vessel placed in drydock, propellers and outside fastenings examined and found or placed in good order. The port and starboard boilers examined internally and externally together with all mountings, doors and fastenings. The safety valves adjusted under steam to 180 lbs. per sq. inch. The oil burning installation examined under working conditions and steam smothering lines tested and found satisfactory.

Repairs: 0 In starboard boiler; Fifty plain tubes renewed. In starboard back-end nuts removed from 5 C.C. stays, stays caulked and a cone electrically welded over the end of the stays. Three C.C. stays in centre back-end and seven C.C. stays in port back-end dealt with in similar way.

Port boiler; Eight back C.C. stays renewed. (Three starboard, one centre and 4 in Port back-end)

Internal feed pipes of both boilers part renewed. Over

General Observations, Opinion, and Recommendation:- The machinery of this vessel as now seen is (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 CS 3,34, 140 lb., F.D., &c.)

Eligible in my opinion to be retained as now classed with fresh record of B.S. 1-49 and O.G. 1-49.

Survey Fee (per Section 29) BS £ 140.00

Special Damage or Repair Fee (if any) OG £ 75.00

(per Section 29.)

Travelling expenses (if chargeable) \$:

Fees applied for

24.1.1949

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 5 APR 1949

Assigned

Both 5.1.49 BS 1.49

Port and Starboard Screwshafts drawn for examination.

Due to being badly worn, the strut liner of the port screwshaft was renewed.

Stern and strut bushes for both shafts rewooded and screwshafts refitted.

NOTE:- The screwshafts of this vessel do not have Continuous Liners as stated in the Register Book.

Port and starboard boilers hydrostatically tested and found satisfactory.

Port and starboard condensers cleaned, tested and proved tight.

Steering engine thoroughly overhauled.

Dynamo commutator trued and armature and coils re-insulated.

Curcuits and fittings renewed or repaired as necessary.

Windlass driving wheel and pinions renewed.

Other minor items.



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