

## PORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

22 SEP 1952

of writing Report 10th Sept., 1952 When handed in at Local Office 19 Port of HONG KONG

Survey held at HONG KONG Date. First Survey 26th August Last Survey 10th Sept., 1952. (No. of Visits 7)

on the Machinery of the ~~XXXXXX~~ Steel Screw Steamer "LA CARMELA"

Gross 1789 Vessel built at New Glasgow By whom Nva. Scotia Steel & Coal Co.Ld. Year. Month. When 1920 12  
 Net 1064 Engines made at Sherbrook, Que. By whom Canadian Ingersoll Rand Co. Ld. When 1920 12  
 MN 191 Boilers, when made (Main) 1920 12 (Donkey) -  
 Owners Cia. Transporte Oriental Owners' Address -  
 (if not already recorded in Appendix to Register Book.)  
 Main Boilers 2 SB Managers - Port Panama Voyage -  
 Donkey Boilers - If Surveyed Afloat or in Dry Dock Both; No.2 Kowloon.  
 Pressure in Boilers 185 Lbs. (State name of Dock.)  
 Key Boilers -

Report No. Port Docking, G.E., &amp; B.S.

Particulars of Examination and Repairs (if any) Docking, G.E., & B.S.  
 al Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides cited in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case Letter Ref. Classn.(H) dated 7/4/52

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 -

damage report made by anyone else? If so, by whom? -

Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

Donkey " " " " -

State for what reasons? What parts of the Boilers could not be thus thoroughly examined? -

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? -

Next date of internal examination of each boiler P. & S. 2-9-52

Present condition of funnel (✓) Good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 185 Lbs./Sq. In.

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Scrub shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Scrub shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Approved oil retaining appliance fitted at the after end? - State date of examination of Scrub Shaft - State the wear down in the

bush 1/8" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

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

Approval for the postponement of the Special Survey, due July, 1952 was given in Surveyor's letter, Ref. Classn.(H), dated 7/4/52, provided satisfactory General Examination be carried out in accordance with Circular 1959.

## NG &amp; G.E. (NOW DONE) :-

Vessel placed in dry dock, the propeller, stern bush, sea cocks & valves with their fastenings, examined & found or now placed in good condition.

## P.S. :-

The P. & S. main boilers (Scotch Multitubular Type) examined internally & externally etc with doors, mountings & safety valves, & found or now placed in good condition. Safety valves adjusted under steam as stated above. Steam pipes & fittings examined. Oil fuel burning & smothering installations examined & tested.

(P. T. O.)

## 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 so 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 LMC 140 lb., FD, &c.)

CS 3,34

The Machinery & Boilers of this vessel, so far as now seen, are in good & safe working condition & eligible, in my opinion, to be continued as classed with fresh record of B.S.

BS (per Section 29) B.S. \$320.00

Expenses (if chargeable) \$14.00

Surveyor's Minute

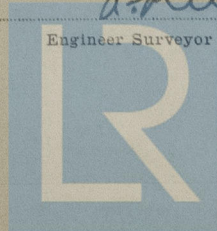
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Fees applied for 10/9/1952

Received by me, 19

THU 9 OCT 1952

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

014815-014726-0056

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



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## MACHINERY :-

Main & auxiliary machinery was not opened up at this time; as same was fully examined and intensively repaired last July, which resulted in the notation of +LMC 7,51 (See Hong Kong Report No.10583 dated 30th July, 1951).

It was ascertained from the C.E. & from Log Books, that the general behaviour of the machinery & bilge pumping during the preceding voyages was good.

The machinery was seen under working conditions at this time and found satisfactory.

The electrical circuits were now megger tested and found in good condition.

## REPAIRS DUE TO WEAR & TEAR (NOW DONE) :-

Main multi-collar thrust shaft found scored at collars was now removed, machined and replaced. The five shoes were remetalled, refitted & replaced in good order.

Main condenser cleaned & tested.

All boiler mountings opened up for survey and overhaul.

Interim Certificate "B1" issued - Copy attached.

*Handwritten signature*

