

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

No. 3035

(Received at London Office

5 APR 1948)

Reporting Report..... 19. 2. 19. 48 When handed in at Local Office..... 19. Port of Curacao, N.W.I.

Survey held at Curacao Bay, Curacao, N.W.I. Date. First Survey 18.12.47 Last Survey 28.1.1948

on the Machinery of the ~~Wood~~ Iron or Steel S.S. "LOS-POZOS" (No. of Visits 3)

GROSS 5810 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Year. Month. 1924 3
 Net 3548 Engines made at Newcastle By whom Wilsnd Slipway Co. Ld When 1924
 538 Boilers, when made (Main) 1925 (Donkey)
 Boilers 3 Owners Cia. Argentina de Nav. Dodero, SA Owners' Address
 Boilers Managers - Do - (if not already recorded in Appendix to Register Book.)
 re- 180 Port Buenos Aires Voyage
 Boilers If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER. Date of last Survey and of Periodical Surveys. | Years assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|-----------------------------|---|
| *100A1 11-17 | | *LMC MS 6,45 |
| ss. Shl. No. 3-7, 36 | | B.S. 3-17 |
| ss. B.As. No. 2-45 | | C.L. 11-17 |
| Carrying Ptrlm in bulk. | | |
| Fitted for oil fuel 3,24 F.P. above 150o F. | | |

of Examination and Repairs (if any) Collision & Fire damage

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly mentioned at the end of the report. State also the dates and initials of any letters respecting this case.

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 Attached.

Report made by anyone else? If so, by whom?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey

What reasons not due (still under steam) What parts of the Boilers could not be thus thoroughly examined?

How did you ensure himself of the thorough efficiency of those parts of each Boiler?

How did you ensure internal examination of each boiler?

How did you examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

How did you examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

How did you examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

How did you examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

How did you examine all the mountings of the Main Boilers? and of the Donkey Boilers?

How did you examine the shaft? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

How did you examine the screw shaft? State date of examination of Screw Shaft. State the wear down in the

How did you examine the generators, motors, switchgear, cables and fuses? Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

How did you examine the distance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

How did you examine the engine parts, when referred to by numbers, should be counted from forward.

How did you examine the complete, state what arrangements have been made for its completion and what remains to be done.

How did you examine the board at request of Lloyd's Agents and United States Salvage Association on account of

How did you examine the damage due to collision with M.V. "TUCUPITA" and subsequent fire on 15th December 1947.

How did you examine the damage done afloat.

How did you examine the fire:

FOUND RECOMMENDED

How did you examine the windlass steam pipes (copper) overheated. To be annealed, tested and refitted.

How did you examine the windlass atmospheric exhaust pipes (iron) Windlass exhaust pipes to be renewed.

How did you examine the electric wiring and fittings completely Electric wiring and fittings to be renewed.

Over

Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is eligible

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 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.)

How did you examine the machinery to be retained as now classed without fresh record of survey subject to spare propeller

How did you examine the renewed and windlass steam pipes, electric wiring, fittings &c being dealt with.

How did you examine the fees applied for

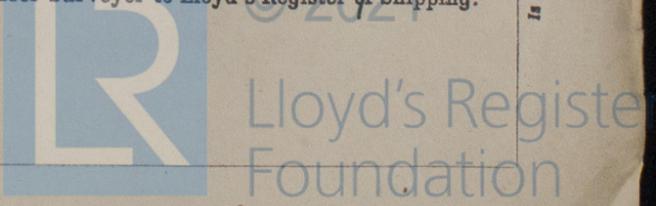
How did you examine the repair fee (if any)

How did you examine the fees received by me

E. J. Westbury
 Engineer Surveyor to Lloyd's Register of Shipping.

WED. 5 MAY 1948

As now, subject



W411-0218

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

FOUND

RECOMMENDED

Item No.20:- Steam heaters overheated and burned.

Steam heaters to be renewed.

Item No.22:- Copper steam pipes under deck,overheated.

To be annealed, tested and refitted.

Item No.67:- Spare Propeller: Four bronze blades overheated and tips melted off.

Four bronze blades to be renewed.

OKY.



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