

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

(Received at London Office

20 MAR 1931

Date of writing Report 26th Feb. 1931 When handed in at Local Office ✓ 19 Port of Willemstad Curacao W.I.
 No. in Reg. Book 77187 Survey held at Curacao Date, First Survey 17th Feb. Last Survey 19th Feb. 1931
 on the Machinery of the Wood, Iron or Steel TSS "LUCRECIA" (No. of Visits 3)
 Tonnage { Gross 2584 Vessel built at Monfalcone By whom Barb. Mar. Tristino When 1928-7ms.
 Net 1119 Engines made at Rotterdam By whom W. Drogen. Maats When 1928
 Nominal Horse Power 236 Boilers, when made (Main) 1928 (Donkey) ✓
 No. of Main Boilers 2 Owners Curacao Schap. Maats Owners' Address ✓
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs Port Willemstad Voyage Coasting
 in Donkey Boilers ✓ ✓ Surveyed ✓ in Dry Dock Konigen Wilhelmina Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. ✓ Port ✓Particulars of Examination and Repairs (if any) Docking + PTS

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No

Do. " Donkey " ✓

If this was not done, state for what reasons? Not due.

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? ✓

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

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? ✓ , and of the Donkey Boilers? ✓

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? ✓

Has screw shaft now been drawn and examined? Port only 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? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Port TS bushes renewed Star TS 1/8" at A bracket Complete.

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

The vessel placed in drydock the fastenings of the stern tube and sea connections examined & found in order.

NOW DONE:- Both propellers removed, examined & found in order. Port tail shaft drawn in (last sun 7-28) same removed to machine shop, lightly skimmed up, examined, found satisfactory and same replaced with stern tube and "A" bracket bushes renewed to suit. Mark on same
Lubricating apparatus on both shafts overhauled and all
closed up in order.

L 28425
K 18 7861
55
5-4-28

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 L.M.C. 9.11, 140 lb., F.D., &c.)

so far as run is now in efficient condition and eligible, in my opinion to remain as classed with fresh record of Port tail shaft sun 2-31

Survey Fee (per Section 28) Special £16.30 Fees applied for 26 Feb 1931
 Special Damage or Repair Fee (if any) £ : ✓
 Travelling expenses (if chargeable) £ : ✓
 Received by me, 19

Committee's Minute FRI. 27 MAR 1931

Assigned As now

Alexander Common
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation
 W 51-00 35

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

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

Port Le shaft examined

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

It is submitted that
this vessel is eligible to
be placed in CLASSED.

Port 5 231

957
24/3/31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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