

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

No. 171

(Received at London Office.

28 Sept. 1929

Date of writing Report Sept. 2nd. 29 When handed in at Local Office ✓ 19 29 Port of Willemstad. Curacao. D.W.I.
 No. in Reg. Book. 27096 Survey held at Curacao. Date, First Survey Aug. 28th. Last Survey Sept. 2nd. 1929.
 on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. "LUCRECIA". (No. of Visits 5)
 Tonnage { Gross 2584 Vessel built at Monfalcone By whom Cantere navale Trieste When 1928-7
 Net 1119 Engines made at Rotterdam By whom Rotterdamse D.D. Co. When 1928
 Nominal Horse Power 236 Boilers, when made (Main) 1928 (Donkey) ✓
 No. of Main Boilers two Owners Buraesche Schep. Maats. Owners' Address Port de la Hague Voyage Coastier
 No. of Donkey Boilers ✓ Managers Koningin Wilhelmina
 Steam Pressure in Main Boilers 180 lb. Surveied ~~in~~ in Dry Dock (State name of Dock.)
 in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) docking & S.Y.S.

(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 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 Boiler? ✓

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? Starboard 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 Starboard rewooded. Port A bracket bearing 1/16 B.

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 dry dock, the fastenings of the stern tubes and sea connections examined and found in order.

Now DONE:- Both propellers removed, examined & found in order. The keyway of the starboard shaft found cracked on edges, the shaft drawn and keyway machined out and stepped key fitted, liner on shaft skimmed and all replaced in order. Lubricating apparatus on both shafts overhauled.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as (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, 12, 13, F.D., &c.) is now in efficient condition and eligible, in my opinion, to remain as classed with fresh record of Starboard Tail Shaft Seen 9, 29.

Survey Fee (see Section 28) £10.30.00 Fees applied for Sept. 2nd 1929
 Special Damage or Repair Fee (if any) £
 Selling Expenses (if chargeable) £
 Received by me, 19

Committee's Minute FRI. 11 OCT 1929

Signed As above

St. S. 9.29

H. R. B. Belland 2021
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W51-0042

Docking

Repairs effected to STAR. Screw
Shaft

It is submitted that
this vessel is eligible to
remain as CLASSED.

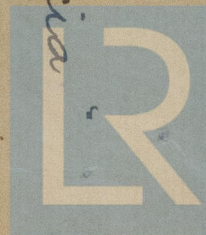
STAR. S. 9.29

Jhm
3.10.29

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.

THE SURVEYORS,
LLOYD'S REGISTER OF SHIPPING.

A.S. 'Ancrecia'
2 Photos of occasion
Geo 171



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