

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

28 APR 1930

(Received at London Office)

Date of writing Report 3rd April 1930 When handed in at Local Office Port of Willemstad Curacao DWI
No. in Reg. Book. 27096 Survey held at Curacao Date, First Survey 27th March Last Survey 28th March 1930
(No. of Visits Two)
on the Machinery of the ~~Wood, Iron or~~ Steel T.S.S. "LUCRECIA"
Tonnage { Gross 2584
Net 1119 Vessel built at Monfalcone By whom Bent. Max. Triestino When 1928-7 mo
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 2 Owners Curacaosche Schep. Maats Owners' Address Port Willemstad Voyage Coasting
No. of Donkey Boilers 1 Managers Juliana
Steam Pressure in Main Boilers 180 lb. ~~Surveyed~~ in Dry Dock (State name of Dock.)
in Donkey Boilers 1

Last Report No. PortParticulars of Examination and Repairs (if any) Docking + S.T.S.

(Periodical surveys, when held, must be reported in detail and verbatim 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 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? Star 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 both

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 T.S. 18 3/32" Star bushes rewooded.

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 and found in order. Starboard tail shaft drawn and after bearing section of liner found grooved. This shaft removed to machine shop and affected section of liner machined off, and bare shaft examined & found good. A new section of liner 50 inches long shrunk on & welded at junction for full depth. Shaft skimmed up & replaced. Mark Lubricating apparatus on both shafts overhauled & all closed up in order.

LLOYDS
HK 7859
JS
5-4-28

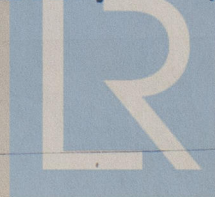
See ship report

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as seen, is now in efficient condition and eligible, in my opinion, to remain as classed with fresh record of Starboard Tail Shaft Sun 3-30

Survey Fee (per Section 26) Special £ 76 30 00 Fees applied for 3rd April 1930
Special Damage or Repair Fee (if any) 2 Received by me, 19
Travelling Expenses (if chargeable) 2 ✓

Committee's Minute As nowAssigned As now

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



Lloyd's Register
Foundation 050

Docking.

Star-T.S. drawn.

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
remain as CLASSED.

STARP
S. 3.30

14/5/30.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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