

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

(Received at London Office)

Date of writing Report 19... When handed in at Local Office 19... Port of POAT-OF-SPAIN, Trinidad

No. in Reg. Book. 24593 Survey held at on the Machinery of the Wood, Iron or Steel S.S. INVERAMPTON. Date, First Survey Last Survey 19... (No. of Visits)

Tonnage { Gross 767 Net 456 Vessel built at Glasgow By whom Harland & Wolff Ltd. When 1920-11. Engines made at Glasgow. By whom A.J. Inglis Ltd. When 1920. Boilers, when made (Main) 1920 (Donkey) Owners Lago Shipping Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book). Port London. Voyage Managers A. Wein & Co. If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. 3518 Port L.A.

## Particulars of Examination and Repairs (if any)

(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 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?

Do. " Donkey " " " " "

If this was not done, state for what reasons?

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? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? 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 betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft?

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

## 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 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, 149 lb., E.D., &c.)

Survey Fee (per Section 29) £ : : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 19  
Travelling Expenses (if chargeable) £ : :

Committee's Minute TUES. 20 DEC 1927

Assigned

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Year at which now expired.	Machinery and Boiler Survey (including date of N.R., if any).
+ A1. 8.14		+ LMC, 8.24.
Gulf & Lagoon of Maracaibo.		B.S. 9.26.
S.S. Sou. No 1-24.		T.S. 8.24 Cl.
Carrying oil fuel in bulk F.P. above 150° F.		
Fitted for oil fuel 11.20 F.P. above 150° F.		
Carrying Petroleum in bulk.		



B.L. due 9.27. Lid by a surveyor  
appointed by Lloyd's Agents at Port of Spain

It is submitted that  
this vessel is eligible for  
THE RECORD. B.S. 11.27.

5/11/27

*[Signature]*

It is concluded that the boiler  
was examined internally  
externally together with  
the screw shaft & gear  
the mountings, but  
Lloyd's Agents at Port of  
Spain should be asked  
to obtain confirmation  
of this from the  
surveyor

*[Faint green stamp, possibly "RECEIVED" or "REGISTERED"]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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