

REC'D NEW YORK JUN 4 - 1948

No. 3090

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

(Received at London Office)

25 JUN 1948

Date of writing Report 22. 5. 1948. When handed in at Local Office 19.

Port of Curacao, N. W. I.

No. in Survey held at Willemstad, Curacao, N.W.I. Date. First Survey 18. 5. 48 Last Survey 19. 5. 19 48.
Reg. Book. (No. of Visits 2)5448 on the Machinery of the ~~Hand, Hooker Steel~~ M. V. "AURIS"

Gross 8221 Vessel built at Newcastle By whom Hawthorn, Leslie & Co. Ltd. When 1947
Net 4701 Engines made at -do- By whom -do- When 1947
Nominal }
orse Power }
of Main Boilers }
Boilers, when made (Main) (Donkey)
Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address
Managers - Do - (if not already recorded in Appendix to Register Book.)
eam Pressure Port London Voyage
in Main Boilers
in Donkey Boilers
If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.)

1st Report No. Port

Particulars of Examination and Repairs (if any) Port Inboard Engine Damage

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.

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 Report Attached

as 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?

" " Donkey " " "

not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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?

State latest date of internal examination of each boiler

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Is the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Is shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

tern bush

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

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

attended on board at request of the Owners Representative on account of damage to the port inboard engine stated to have been sustained due to the breaking of the lubricating oil pipe to No.7 (from forward) bearing on 15th May 1948 whilst on a voyage from Punta Cardon, Venezuela to Curacao, N.W.I.

FOUND

RECOMMENDED

No.6 piston (from forward) had been seized in the

No.6 piston to be renewed.

liner and now found to be fractured circumferentially
above the gudgeon pin.

No.6 liner scored.

No.6 liner to be renewed.

Lubricating oil pipe to No.7 bearing broken off
in way of coupling nut.

Lubricating oil pipe to be renewed.

Over

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

(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, BS 2,11, B&MS 2,11 *LMC 2,11 or *LMC 140 lb., FD, &c.)
CS 2,24,

my opinion to be retained as now classed with fresh record of *LMC (CS) with date when the survey
has been completed.

Survey Fee (per Section 23) £ :

Fees applied for

Special Damage or Repair Fee (if any) £ 100.00

20. 5. 19 48

Travelling expenses (if chargeable) £ 10.00

Received by me,

WED. 13 OCT 1948

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

signed

FRI. 5 NOV 1948

Rpt. Lw 25/8/48



© 2018

Lloyd's Register
Foundation

FOUND

4. Connecting rod and gudgeon pin.
5. White metal of No.7 main bearing slightly overheated and wiped.
6. No.6 crank pin brasses slightly overheated and wiped.

RECOMMENDED

To be tried in the lathe for
Main bearing to be scraped and
Crank pin brasses to be scraped
refitted.

These recommendations have now been carried out and the engine was given a trial in harbour and found satisfactory.

RAY