

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

(Received at London Office 16 OCT 1954)

Date of writing Report.....4/10/1954 When handed in at Local Office.....4/10/1954 Port of.....Hong Kong.  
 No. in Survey held at.....Hong Kong Date. First Survey.....14/7/54 Last Survey.....11/8/1954  
 Reg. Book.....57931 on the Machinery of the ~~XXXXXXX~~ Steel T.W. S.S. "DONA LOURDES" (No. of Visits.....10.....)

Tonnage { Gross 7324 Vessel built at Glasgow By whom Barclay, Curle & Co. Ltd. When 1919 6  
 Net 4565 Engines made at Glasgow By whom Barclay, Curle & Co. Ltd. When 1919  
 Nominal } MN 830 Boilers, when made (Main) 1919 (Donkey) -  
 Horse Power } 48B Owners Villanueva Steamship Co. Inc. Owners' Address -  
 No. of Main Boilers 1 Aux. 5 Managers - (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers - Port Manila Voyage -  
 Steam Pressure - in Main Boilers 215 lb. If Surveyed Afloat or in Dry Dock Both.  
 in Donkey Boilers - (State name of Dock.) Taikoo Dock.

Last Report No. Port

## Particulars of Examination and Repairs (if any) Reclassification Survey

(Periodical Surveys, when held, must be reported in detail and serialim 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? Yes

" " Donkey " " No

If 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 All, 21st July, 1954.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Not adjusted.

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? Yes, 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? Yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 19/7/54 State the wear down in the stern bush P & S 3/16 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Found below 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 Main steam pipes to be tested and all recommended repairs to be carried out.

### NOW DONE :-

Vessel placed in dry dock, propellers, stern bushes examined together with all sea valves and cocks which were opened out.

C.L. :- Port & starbd screw shafts drawn and examined and found in good order.

LMC :- All main boilers (4) (not Aux. Boiler) opened out and examined internally and externally together with their safety valves, all mountings, manhole doors and their fastenings. Extensive grooving found in way of furnace and shell flanging of front plate.

Port & starbd main engines, cylinders, pistons, slide valves, crank, thrust and intermediate shafting, main condensers, auxiliary condenser, all auxiliary machinery, (pumps, fan engines, dynamos) evaporators examined.

Pumping arrangements examined.

Electrical installation examined.

( P. T. O.)

### 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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

This vessel, so far as now seen, would be eligible to be reclassified with fresh records of +LMC (with date) and C.L. P. & S. 7.54 when the recommended repairs have been dealt with and completed.

Survey Fee (per Section 29) L.M.C. \$ 1,612.00 Fees applied for  
 B.S. \$ 768.00 5/10/1954  
 Special Damage or Repair (if any) \$ 240.00  
 (per Section 29.) Elec. \$ 384.00 Received by me,  
 Travelling expenses (if chargeable) \$ 35.00 19  
 Post. Lon. 5.00

Committee's Minute

Assigned

THURSDAY - NOV 1954

See Rpt 8

David F. Brooke-Smith

Engineer Surveyor to Lloyd's Register of Shipping.



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9. 12221.  
LMC :-

Contd. . . . .

Recommendations were made:-

The grooving in the flanging of all boiler <sup>FRONT</sup> and plates to be dealt with.  
Minor repairs to machinery to be dealt with.

Electrical installation to be overhauled and renewed as necessary.

Repairs be carried out to bilge and ballast and fuel pumping lines.

No repairs have been carried out to-date, the vessel has now been taken to a  
"lay up" anchorage.

Interim Certificate issued - copy attached.

*David F. Brooke-Smith.*



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