Capt. 9.

No. 14299

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

(Received at London Office 12 MAR 1956)

Date of writing Report 6th March 1956 When handed in at Local Office 7th March 1956 Port of TRIESTE

No. in Reg. Book 5406 Survey held at Ravenna Date. First Survey and Last Survey 1st March 1956 (No. of Visits one)

on the Machinery of the Wxxkxxxxx Steel S.S. "SAN JUAN I"

Tonnage { Gross 6815 / Net 4245 }

N As Per Rule

of Main Boilers 3 SB

" " "

of Donkey Boilers

am Pressure—

n Main Boilers 210 lbs

n Donkey Boilers

Vessel built at Chester, Pa. By whom Merchant S.B.Corp. When Year. 1921 Month. 6

Engines made at Camden N.J. By whom New Yor S.B. Corp. When 1921

Boilers, when made (Main) 1921 (Donkey) -

Owners Cia. Maritima Panmar S.A. Owners' Address + (If not already recorded in Appendix to Register Book.)

Managers - Port Panama Voyage -

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
+	
+100A1 11.55 carrying Petroleum in Bulk 38 Mfl 8.52	+LMC 8.52 BS 12.53 TSCL 11.55
OF 6.21.	

at Report No. 5714 Port Triest

rticulars of Examination and Repairs (if any) Part B.S.

riodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the es of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on unt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides g detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and ils 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

a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

ot, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

t 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?

ts latest date of internal examination of each boiler Present condition of funnel(s)

the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? ↓ 210 lbs/sq.inch.

the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?, and of the Donkey Boilers?

the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

n approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

bern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

the parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

OW DONE :-

At the Owners' representatives request attended aboard vessel at Ravenna and examined he three main boilers under steam and adjusted the safety valves to 210 lbs/sq.inch.

Oil fuel burning arrangements examined under working conditions.

eral 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, etc.)

e ma chinery of this vessel, so far as now seen, is in safe working condition and eligible my opinion to remain as now classed with fresh record of BS (with date), subject as previously commended by the Society's Surveyors.

11.55

Fee (per Section 23) Part BS. £ 21,000

25% Car Fund. £ 5 250

Damage or Repair Fee (if any) (per Section 23) Office 5% £ 1 050

Travelling expenses (if chargeable) Sub. £ 5 000.

Fees applied for, 7.3.19 56

Received by me, 19

Committee's Minute TUESDAY 27 MAR 1956 9%. BS 11.55 without opr. cdn

Assigned

J. F. Wilson

Engineer Surveyor to Lloyd's Register of Shipping.

Is a Certificate required? If so, to be sent to

Insert Character of Ship and Machinery precisely as in the Register Book

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002340-002351-0228