

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

No. 111487

(Received at London Office)

16 JUN 1954

of writing Report..... 19..... When handed in at Local Office..... 14 JUN 1954..... 19..... Port of..... NEWCASTLE-ON-TYNE

Survey held at..... Garrow-on-Tyne..... Date..... First Survey..... 30.4.54..... Last Survey..... 31.5.1954  
on the Machinery of the Wood, Iron or Steel..... S. S. "JULIAN PRESA" (ex. "Dennis Rose") (No. of Visits..... 12)

Gross..... 1599 Vessel built at..... Glasgow By whom..... D. and W. Henderson & Co. Ltd. Year..... Month.....  
Net..... 943 Engines made at..... Glasgow By whom..... D. and W. Henderson & Co. Ltd. When..... 1930 11  
er Rule..... 232 Boilers, when made (Main)..... 1930 (Donkey).....  
ain Boilers..... 258 Owners..... Amiceto Uraia & Lucio Zaticia Owners' Address.....  
" "..... 4366 (if not already recorded in Appendix to Register Book.)  
nkey Boilers..... ✓ Port..... Puerto Limon Voyage.....  
ressure..... ✓  
n Boilers..... 180 lbs/sq. in. ✓  
key Boilers..... ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
HULL..... MACHINERY.....  
100A1 - 10,53. L.M.C. - 12,48.  
S.S. SLD. - 12,48. B.S. - 2,53.  
T.S.C.L. - 11,51.

Report No..... Port.....  
Particulars of Examination and Repairs (if any)..... Docking and O.F. conversion  
Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides listed in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

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.....  
damage report made by anyone else? If so, by whom?.....  
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?..... ho  
" Donkey ".....  
for what reasons..... Survey not due..... What parts of the Boilers could not be thus thoroughly examined?.....

ial means, in the absence of internal examination, were adopted by the.....  
to assure himself of the thorough efficiency of those parts of each Boiler?.....  
date of internal examination of each boiler.....  
Surveyor examine the Safety Valves of the Main Boilers?..... ho..... To what pressure were they afterwards adjusted under steam?..... Efficient  
Surveyor examine the Safety Valves of the Donkey Boilers?..... ✓..... To what pressure were they afterwards adjusted under steam?..... ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?..... ho..... and of the Donkey Boilers?..... ✓  
Surveyor examine the drain plugs of the Main Boilers?..... ✓..... and of the Donkey Boilers?..... ✓  
Surveyor examine all the mountings of the Main Boilers?..... ho..... and of the Donkey Boilers?..... ✓

new shaft now been drawn and examined?..... ho..... Has it a continuous liner?..... ✓..... Is an approved oil retaining appliance fitted at the after end?..... ✓  
now been changed?..... ho..... If so, state reasons..... ✓..... Has the shaft now fitted been previously used?..... ✓..... Has it a continuous liner?..... ✓  
ved oil retaining appliance fitted at the after end?..... ✓..... State date of examination of Screw Shaft..... ✓..... State the wear down in the.....  
sh..... 1/8"..... Is electric light and power fitted?..... Yes..... If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?..... ho

ulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?..... ho  
ts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.  
y is not complete, state what arrangements have been made for its completion and what remains to be done..... Complete.

how done for Docking:- Vessel placed in dry dock, propeller, after end of stern  
sh and all outside fastenings of sea connections examined.  
how done for O.F. conversion:- The vessel was converted at this time to burn oil fuel  
ash point above 150°F.) under the Todd natural draught system and all the relative  
quirements of the Rules have been complied with.

Two Todd oil burning units, each comprising a pressure pump, a suction filter, a  
charge filter and a heater were fitted and the units were connected to the fuel lines  
per the approved plan, except that the pressure pipe numbered 14 on the plan was led  
low plate level in a well lighted and readily visible position instead of upwards and  
was the boiler fronts as planned, due to unforeseen restrictions.

A starting-up oil fuel unit, comprising an auxiliary heater and hand pump were  
ed.  
The funnel damper was secured by electric welding in the fully open position.

Observations, Opinion, and Recommendation:-  
ate 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  
ny alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)  
(Please see Continuation sheet No. 1)

The machinery of this vessel, so far as now seen is in safe working condition  
in my opinion to remain as classed and to have the notation "Fitted for  
uel 5,54 F.P. above 150°F."

O.F. conversion £ 25 0 0  
age or Repair Fee (if any) £ : :  
(per Section 23.)  
xpenses (if chargeable) £ : :  
es Minute  
Fees applied for,..... 15 JUN 1954  
Received by me,.....  
TUESDAY 6 JUL 1954

+ LMC 3,54  
sps 3,54 Fitted for oil fuel 5,54 F.P. above 150°F

Lloyd's Register Foundation  
CERTIFICATE WRITTEN  
002808-002815-0193 1/2



S.S. "JULIAN PRESA"Continuation sheet no. 1

How done for O.F. conversion (Continued):-

A Weir's oil fuel transfer pump (no. 277689) was fitted.

All oil fuel pressure lines were tested to 400 lbs/sq. in. and the suction lines to 50 lbs/sq. in. and found tight.

Five fighting appliances consisting of steam smothering, sand box with scoop, one 10 gallon portable Foamite extinguisher, two 2 gallon Foamite extinguishers, and two 30 feet lengths of hose with suitable connections in the engine room, were all installed.

The unit and the transfer pump were examined under working conditions and found satisfactory. The steam smothering and unit shut-off valves were operated by means of the extended spindle and seen to be in order.

Certificates covering the unit pumps and the transfer pump have been requested and will be forwarded when they become available.

The certificate covering the unit is attached - T 2548, installation no. 2117.

Plan, showing alteration aforementioned is returned herewith.

SURVEYOR TO LLOYD'S REGISTER,  
NEWCASTLE-ON-TYNE.

*M.D.*



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