

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

(Received at London Office 11 MAY 1949)

Date of writing Report 8/4/1949. 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 and Last Survey 17.3.1949.

Boat No. 2158 on the Machinery of the Wood Iron or Steel W.S.M. "LUCIA"

Age { Gross 3217 Vessel built at Philadelphia, Pa. By whom U.S. Navy Yard When 1943

Net 316 Engines made at Chicago, Ill. By whom General Motor Corp. When

Boilers, when made (Main) (Donkey)

Owners Shell Caribbean Petroleum Co. Owners' Address

Managers Port Maracaibo Voyage

If Surveyed Afloat or in Dry Dock Beatrix

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

Report No. Port

Particulars of Examination and Repairs (if any) Docking

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 detailed in the body of the report, should be briefly summarised at the end of the report. State also the date of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he declines to do so for this purpose, and why they were declined.

Work done by anyone else? If so, by whom?

Normally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " no

State for what reasons? not due

Boilers could not be thus thoroughly examined?

Tests, in the absence of internal examination, were adopted by the Surveyor to test the thorough efficiency of those parts of each Boiler?

Examination of each boiler Present condition of funnel(s) Good

Examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

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

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?

Shaft now been changed? If so, state reasons

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?

Method of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P. 038 S. 034

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

If insulation resistance is not complete, state what arrangements have been made for its completion and what remains to be done.

Remarks: Vessel placed in drydock, propellers and outside fastenings examined and found in good

Repairs necessary at this time.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good order and is in my opinion to be retained as now classed without fresh record of survey.

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, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.) CS 3,34

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

Fees applied for

Damage or Repair Fee (if any) \$ : : 19

(per Section 29.)

Expenses (if chargeable) \$ : : 19

Received by me, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, 8 JUL 1949

As now

Lloyd's Register Foundation

005838-003845-0252

It is submitted that this  
essel is eligible to remain  
as **CLASSED**.

L.H.  
6/2/68



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