

Rpt. 9.

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

No. 337966

16 AUG 1951

(Received at London Office)

Date of writing Report	30/7	When handed in at Local Office	19.51	Port of	Rotterdam	
No in Reg. Book. Survey held at	Rotterdam	Date.	First Survey	8/5/51	Last Survey	13/7 1951
55906	on the Machinery of the Wood Iron or Steel	%	"CARRENA" (ex CLAN MACIVER)		(No. of Visits)	16
35265	Gross 4527	Vessel built at	Pt. Glasgow	By whom	Hikgoas Co.	Year. Month.
Nominal Net 2729	Engines made at	Glenelk	By whom	Ruikin & Blackmore, Gd.	When 1921 6	
use Power 577 M.H.P.	Boilers, when made (Main)	1921	(Donkey)	-	When 1921	
of Main Boilers 363	Owners	Cia. Maritima Carrera S.A.	Owners' Address			
of Donkey Boilers -	Managers		(if not already recorded in Appendix to Register Book.)			
Max Pressure -	If Surveyed Afloat <input checked="" type="checkbox"/> in Dry Dock	Port Auto Rimor	Voyage			
n Main Boilers 180.8	(State name of Dock.)					

n Donkey Boilers -

1st Report No.

Port

Particulars of Examination and Repairs (if any) + LMC, TS & repairs
 Periodical Surveys, when held, must be reported in detail and serially 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 details 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? *yes*

" " Donkey " "

ot, state for what reasons.

at 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?

the latest date of internal examination of each boiler. *Port and Centre 22/5/51 Head 20/5/51*

the Surveyor examine the Safety Valves of the Main Boilers?

the Surveyor examine the Safety Valves of the Donkey Boilers?

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

the Surveyor examine the drain plugs of the Main Boilers?

the Surveyor examine all the mountings of the Main Boilers?

the screw shaft now been drawn and examined?

shaft now been changed? *no* If so, state reasons.

an approved oil retaining appliance fitted at the after end?

tern bush *recovered*

Is electric light and/or power fitted?

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

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

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

to be adjusted to the WD under steam, this will be done at the vessel's return to this port in 4 weeks time.

Surveil placed in drydock, propeller sternpost and outside fastenings reconnections opened up, manhole drawn *out* and found to be made good. HP MP & LP cylinders, piston rings, valves, guides and cleats crank shaft and tunnel shafting opened up *out* and found to be made good. Attached air, fuel & bilge pumps with valves opened up *out* and found after minor repairs in order.

Main & aux condensers opened up *out* and found to be made good. Light circulating machinery, feedpumps, ballast, general service, landaux pump transferpump, oil fuel burning pumps, heaters, fanengines, & generator engines opened up *out* and found to be made good. Daily runs cont with general Observations, Opinion, and Recommendation:— piping & fittings *out* and found good to be decent.

(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, XLMC 9/11 or CS 3/34)

The machinery being in a good condition I am of opinion that the vessel is eligible to be certified as clean with fresh water of + L.M.C. 7-51, notation of 8-6-51 C.L. when the boiler safety valves adjusted, subject to steam chest of the ballastpump being renewed before the end of Oct 51.

Fee (per Section 29).

cial Damage or Repair Fee (if any)

(per Section 29.)

travelling expenses (if chargeable)

£ f. 490.-

£ f. 200.-

£ f. 110.-

£ f. 26.-

Fees applied for

88 1951

Received by me,

19

TUES. 28 OCT 1951

Aldo Buijse

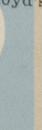
D. Williams 2020
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See lot 33920

004206-004212-0163/2



S/S, CARRENA"

Pumping arrangement ~~as~~ and found in good condition.

Steam pipes ~~as~~ and tested as required and found good.

Examined the three main boilers internally and externally the mountings and safety valves and found the furnaces slightly deformed and coke furnaces somewhat pitted in my opinion not of consequence and further in good condition. Safety valves except 1/4th valve (no steam room) adjusted to the WP under steam. Of turning and steam admitting line ~~as~~ and tested and found good.

Electric installation ~~as~~ ungrounded and tested as required and found in good condition.

Repairs done: New parts &c to damaged propeller tips.

Shaft tube removed and replaced for stern frame renewal. Cracked stern tube flange removed and satisfactory secured to the tube. Sternwheelpit liner slightly sprung up in little neck bush and stongland with bush removed ^{reversed} sternbush. Thrust block and straight shafting lined up to crankshaft upon completion alignment ~~as~~ and found true. A number of broken holding down bolts in way of LT removed. A number of leaking tubes in main and aux condensers removed. Gaskets of ballast and gun rooms pump renewed (corroded).

All auxiliaries thoroughly overhauled and made good. Valve faces of the ballast pump machine, upon trial the pump was not working quite satisfactory and it has been arranged with the owners that a new steam chest be ordered from the makers and fitted before the end of Oct 51 (S.R.L. letter 4 attached).

Pumping arrangement in holds removed and replaced for access to hull repairs, some piping in holds and machinery spaces removed.

Cables of generator no 1, and cable to fire ship renewed. Navigation lights placed in order. Main windlass repaired. A number of minor repairs effected.

All repairs ~~as~~ during progress and upon completion machinery ~~as~~ under working condition and found in good working order.

Adds to

H. Williams