

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

(Received at London Office)

4-DEC-1953

Date of writing Report NOV. 16th 1953 When handed in at Local Office Nov. 16th 1953 Port of Newport News, Va.  
 Date, First Survey Nov. 12th Last Survey Nov. 14th 1953  
 on the Machinery of the Wood, Iron or Steel S/S "PATRIA" (Ex "CONQUEROR") (No. of Visits 3)

Gross 7229 Vessel built at Vancouver, B. C. By whom West Coast Shipbldrs. Ld. When 1944-2  
 Net 4112 Engines made at Toronto, Ontario By whom John Inglis Co. Ld. When 1944  
 Power 628 Boilers, when made (Main) 1944 (Donkey)  
 Main Boilers 2 Owners Balearica Cia. Nav. S. A. Owners' Address \_\_\_\_\_  
 Donkey Boilers \_\_\_\_\_ Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)  
 Pressure \_\_\_\_\_ Port Panama Voyage \_\_\_\_\_  
 Donkey Boilers \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Afloat \_\_\_\_\_  
 (State name of Dock.) \_\_\_\_\_

Report No. 37014 Port Rot Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100-A-1		LMC-7,50
"with freeboard"		B. S. 7-52
ss. Ams. 7-51		T. S. (CL) 7-
Carrying hazardous oil in bulk P.P. above 150°F		WTR
Fitted for oil. 244 P.P. above 150°F		

Particulars of Examination and Repairs (if any) Mch'y wear & tear  
 of 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has exercised his services for this purpose, and why they were declined \_\_\_\_\_

Has a special 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? \_\_\_\_\_

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? \_\_\_\_\_

Were any parts of the Boilers not thus thoroughly examined? \_\_\_\_\_

Were any 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? \_\_\_\_\_

What was the latest date of internal examination of each boiler? \_\_\_\_\_ Present condition of funnel(s) \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

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

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

Has the propeller 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? \_\_\_\_\_

Has the propeller shaft now been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_

Has the propeller 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? \_\_\_\_\_

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft \_\_\_\_\_

Are the time parts, when referred to by numbers, should be counted from forward. \_\_\_\_\_ Is electric light and/or power fitted? \_\_\_\_\_

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

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

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

Was the propeller tail shaft coupling, stated to have given trouble while on a voyage from Rotterdam to Newport News in ballast arriving Newport News, Va. on 12th Nov. 1953.

The coupling bolts in tail shaft and adjacent intermediate shaft flange coupling holes in tail shaft coupling heavily corroded.

The bolts were removed, holes reamed and new bolts made of tested material fitted.

The bearing removed, white metal dressed up, oil grooves recut, and top half k to permit adjustments.

It would appear from the amount of reaming necessary to obtain true holes and good fitting bolts, that these holes have previously been reamed and are now considered to be at a maximum size consistent with good practice.

Final Observations, Opinion, and Recommendation:—

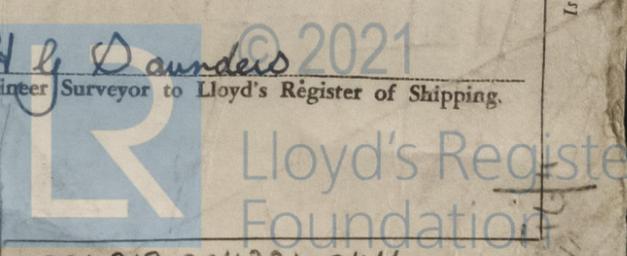
Clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.G.M.S. 9,11, L.M.C. 9,11, or CS 3,34,

the machinery of this vessel so far as now seen is in good and safe condition and eligible in opinion to remain as classed without fresh record of survey.

(per Section 29) \$ \_\_\_\_\_  
 Damage or Repair Fee (if any) \$ 80 00  
 (per Section 29.) \$ \_\_\_\_\_  
 Expenses (if chargeable) \$ 10 00

Fees applied for  
16 Nov 1953  
 Received by me,  
 \_\_\_\_\_ 19 \_\_\_\_\_

H. G. Dawkins  
 Engineer Surveyor to Lloyd's Register of Shipping.



Committee's Minute \_\_\_\_\_  
 Signed Deferred for B.S.  
 (See Minute on Rot. 37014)



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

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