

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

(Received at London Office)

4-DEC-1953

of writing Report NOV. 16th 1953 When handed in at Local Office Nov. 16th 1953 Port of Newport News, Va.  
Survey held at Newport News, Virginia 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. Ltd. Year. Month  
Net 4112 Engines made at Toronto, Ontario By whom John Inglis Co. Ltd. When 1944-2  
al 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 250 Port Panama Voyage  
Key Boilers - If Surveyed Afloat or in Dry Dock Afloat  
(SP 23016) (State name of Dock.)

Report No. 37014 Port Rot

Particulars of Examination and Repairs (if any) Mch'y wear &amp; tear

al Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the  
of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
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  
and initials of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he  
ered 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?

" Donkey "

as not done, state for what reasons?

t parts of the Boilers could not be thus thoroughly examined?

at special means, in the absence of internal examination, were adopted by the  
vor to assure himself of the thorough efficiency of those parts of each Boiler?

st date of internal examination of each boiler

Present condition of funnel(s)

Surveyor 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?

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?

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?

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

time parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

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?

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

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

one - Coupling bolts in tail shaft and adjacent intermediate shaft flange coupling

oles in tail shaft coupling heavily corroded.

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

g 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  
s, that these holes have previously been reamed and are now considered to be at a maximum size  
istent with good practice.

il 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  
\* LMC 140 lb., F.D., &c.)  
CS 3,34,

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) \$ : : Fees applied for

mage or Repair Fee (if any) \$ 80: 00 16 Nov 1953

(per Section 29.) \$ 10: 00 Received by me,

expenses (if chargeable) \$ : : 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

igned Deferred for B.S.

(See Minute on Rot. 37014)

004213-004221-0416

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

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