

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

(Received at London Office 8 OCT 1941)

Date of writing Report July 3<sup>rd</sup> 1941 When handed in at Local Office July 3<sup>rd</sup> 1941 Port of San Nicholas, Cuba, N.W.I.

No. in Reg. Book 1756 Survey held at San Nicholas, Cuba, N.W.I. Date, First Survey June 25<sup>th</sup> 1941 Last Survey July 2<sup>nd</sup> 1941 (No. of Visits Four)

on the Machinery of the Steel M.V. "CARIPITENO"

Tonnage } Gross 475 Vessel built at Memel. By whom Schiffbau, Mangel, Hindman & Co. When 1934-5.  
Net 225 Engines made at Winterthur. By whom Sulzer Bros. When 1934.

Nominal Horse Power } 212 Boilers, when made (Main) Owners Standard Oil Co. of Venezuela. Owners' Address Port of Cienfuegos, Cuba. Voyage Coasting.

No. of Main Boilers } ✓ Managers ✓ If Surveyed Afloat or in Dry Dock Drydock. (State name of Dock.) Messine Dry.

No. of Donkey Boilers } ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers } ✓

No. in Donkey Boilers } ✓

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Oil, + L.M.C. (M).

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

Where 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 ✓

Was a 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? ✓

Where this was not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

What 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? ✓

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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the shaft now been changed? No If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the 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? ✓

What was the date of examination of Screw Shaft? 26-6-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close.

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

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

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. The T.S. to be renewed before 12-41.

While the vessel was in the Main Dock, the fastenings of the Propeller, the stem tube and Sea valves were examined & found in order. T.S. wear down 3/16"

Notes for T.S. Survey:- The T.S. drawn and examined. Findings:- The steel of the T.S. wasted to 5 1/2" diam at the forward end of after line, the forward after lines scored considerably worn.

Notes for L.M.C. (M):- All main eng. cyl covers removed pistons drawn, cylinders pistons examined minor repairs made all placed in order. All top station and pins abrasion examined found good, two crank shaft journals abrasion examined found good. The thrust bearing & intermediate shaft examined in place found good. The aft. main engine pump examined. The 2<sup>nd</sup> auxiliary engine with compressor & elec generators examined. All machinery tried out under working conditions found satisfactory.

General Observations, Opinion, and Recommendation:- (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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or CS 3,2,2.)

Recommendation that the machinery of this vessel be continued as now classed & have a fresh record of Tail Shaft given 6-41 on record of +L.M.C. (M) T-A1 Subject to the Tail Shaft being renewed within six months, i.e. before the end of December 1941

Survey Fee (per Section 29) +L.M.C. (M) £135.00 Fees applied for July 3<sup>rd</sup> 1941

Repair Fee (if any) T.S. £30.00 Received by me, ✓

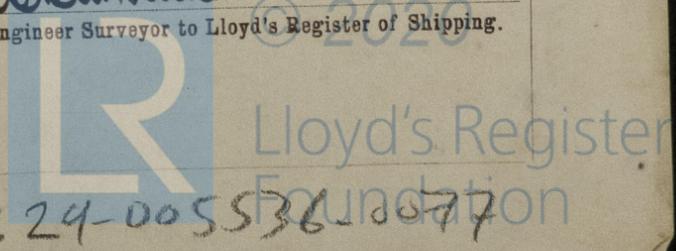
Traveling expenses (if chargeable) Train £6.00

Committee's Minute TUE. 28 OCT 1941

Assigned + L.M.C. (M) / 7.41

Subject Subject

*[Signature]*  
Engineer Surveyor to Lloyd's Register of Shipping.



0055 29-005538

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

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

