

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

(Received at London Office)

8 OCT 1941

Date of writing Report July 3rd 1941 When handed in at Local Office July 3rd 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 25th 1941 Last Survey July 2nd 1941
(No. of Visits Four)

on the Machinery of the ~~Wooden~~ Steel M.V. "CARIPITENO"
Tonnage { Gross 475 Vessel built at Mexico By whom Schiffbau, Manuel Lindemann & Co. When 1934-5
Net 225 Engines made at Winterthur By whom Sulzer Bros. When 1934
Nominal Horse Power 212 Boilers, when made (Main) (Donkey) ✓
No. of Main Boilers ✓ Owners Standard Oil Co. of Venezuela Owners' Address (if not already recorded in Appendix to Register Book)
No. of Donkey Boilers ✓ Managers ✓ Port Batavia, Celebes Voyage Coasting
Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Dry Dock
in Donkey Boilers ✓ (State name of Dock.) Messing Dock

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 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 initials 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.

as 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? ✓

Donkey " " " " ✓

Was this 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? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

Was the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No

Has the shaft now been changed? No If so, state reasons.

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

What was the date of examination of Screw Shaft? 26-6-41

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

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

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

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

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

For T.S. Survey:- The T.S. drawn and examined. Found:- The steel of the T.S. wears to 5 1/2" diam

at the forward end of after liner. The forward after liner's screw moderately worn.

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 piston and pin screws examined found good. Two

crankshaft journals & brasses examined found good. The thrust bearing & intermediate shaft examined in place found good. The aft. main engine pump examined. The 2nd 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, R.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Recommendation that the machinery of this vessel be continued as now classed & have a fresh record of Tail Shaft given 6-41 as 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 3rd 1941
Repair Fee (if any) T.S. £30.00
(per Section 29.) Train £6.00
Travelling expenses (if chargeable) ✓ Received by me, ✓

Committee's Minute TUE. 28 OCT 1941

Assigned + L.M.C. (M) 7-41
Subject

W. H. H. H. H.
Engineer Surveyor to Lloyd's Register of Shipping.

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

Lloyd's Register Foundation
0055 24-005536

+ Linc (as) due 840 Held

It is submitted that
this vessel is eligible for
THE RECORD.

+ Linc (M) 7.41

S.6.41

Then
24.12.41

Letter to T.S. Kemp
received before end
of 12.41

Station for engines and boilers

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Foundation