

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

Received at London Office SEP - 9 1940  
 Date of writing Report 1<sup>st</sup> August 1940 When handed in at Local Office 19 Port of PORT NATAL  
 in Survey held at PORT NATAL Date, First Survey 20<sup>th</sup> July Last Survey 29<sup>th</sup> July 1940  
 on the Machinery of the S.S. ESTERO ex Point Estero - 39 (No. of visits 5)

Gross 4743 Vessel built at Ipsema West By whom Todd R. B. & Const. Corp. When 1920 8  
 Net 2946 Engines made at - Do - By whom - Do - When 1920  
 Main Boilers 3 Boilers, when made (Main) 1920 (Donkey) ✓  
 Owners Cia. Maritima Iptimeria Ltda Owners' Address Port Panama Voyage Spain?  
 Managers ✓  
 If Surveyed Afloat ✓ in Dry Dock Graving Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Damage Repairs. B.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Machinery (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.

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

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? Yes

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

Where special examinations have not been done, state for what reasons? ✓

Which 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 date of internal examination of each boiler? 26/7/40 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs.

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? Yes, 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? Yes, and of the Donkey Boilers? ✓

Has the shaft now been drawn and examined? No 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 shaft now been changed? ✓ If so, state reasons. ✓

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? ✓

Has the examination of Screw Shaft been completed? ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 3/16

Which parts, when referred to by numbers, should be counted from forward. ✓ Is electric light power fitted? Yes

Has the Surveyor examined 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 insulation is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Were the propeller and sea-connections' fastenings examined? ✓

Were the Main Boiler examined internally and externally, and its mountings, the safety valves were adjusted under steam to the above pressure.

Were the pumps reported a leak developed in No 1 Hold whilst on a voyage from Colombo to Cape Town during June and July 1940.

Were the pumps necessary to keep the Ballast and General Service pumps in use continuously. ✓

Were the pumps recommended the two pumps be thoroughly overhauled. ✓

The Port and Centre Boilers were surveyed in April 1940.

Observations, Opinion, and Recommendation:— The Machinery of this

is eligible in my opinion to remain as classed, with record B.S. 4.40.

By 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 the alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or 0,21, 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed, with record B.S. 4.40.

Section 29) B.S. £ 4 : 4 : 0 Fees applied for 29/7/1940

or Repair Fee (if any)..... £ 3 3 : Received by me, 19

Other Fees (if chargeable)..... £ 1 : 5 : 0

TUE. 24 SEP 1940

Surveyor's Minute B.S. 5.40

CHARACTER, Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.I.		+ L.M.C. 5.37.
12.39.		B.S. 4.39.
S.S. S.Fo No 3-4.33		S. N 4.23 C.L.
S.S. Sea. No 1-36		
Med for oil fuel 8.20		2P above 150°



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

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



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