

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

20 JUL 1946

Date of writing Report 19th July 1946 When handed in at Local Office 19th July 1946 Port of CARDIFF
No. in Survey held at CARDIFF Date First Survey 31st May Last Survey 16th July 1946
Reg. Book. (No. of Visits)

70639 on the Machinery of the ~~XXXXXX~~ Steel "LUCIA 2" ex "CHANT 52"

Tonnage Gross 401 Vessel built at HAVERTON HILL-on- By whom FURNESS S.B. CO. LTD. When 1944
Net 211 Engines made at MANCHESTER TEES By whom CROSSLEY BROS. LTD. When 1944
Nominal Horse Power - Boilers, when made (Main) - (Donkey) -
No. of Main Boilers - Owners COMPANIA DE NAVEGACION LUCIA Owners' Address -
No. of Donkey Boilers - Managers - Port PANAMA CITY Voyage -
Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Junction Dry Dock &
in Donkey Boilers - (State name of Dock.) East Dock.

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and serialim 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.)

In 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? -

" " Donkey " " " " -

If not, 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? -

State latest date of internal examination of each boiler - Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 Has it a continuous liner? No. Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No. If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 3-6-46 State the wear down in the

stern bush 3/64" Is electric light and power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

NOW DONE:- Vessel placed in dry dock, propeller, stern bush and sea connection fastenings examined.

Propeller shaft drawn in and examined.

Sea cocks and valves opened out and examined.

Examined cylinders, liners, pistons, covers, valves, gudgeon pins and bushes, Bottom end pins

and bushes, main bearings, and journals, Thrust shaft, intermediate shaft and bearing, Main

engine attached pumps, scavenging pump, main engine compressor. Starting air reservoirs

and mountings. Pumping arrangements, Cargo pumps.

Auxiliary generator engines, cargo pump and engine, auxiliary air compressor, general service

pump opened out and examined in their entirety.

Electric installation examined and megger tested, dynamo governors tested under load and

found satisfactory.

The Main and auxiliary machinery tried under power with satisfactory results.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is eligible in our

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 9,34,

opinion to have record of LMC 7,46 and notation of TS(OG) 6,46

Survey Fee (per Section 29) £ 8 : - : - Fees applied for

Special Damage or Repair Fee (if any) £ 5 : - : - 19

(per Section 29.) Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned

Amish McE. Paton & H. Campbell
Engineer Surveyors to Lloyd's Register of Shipping.

20 SEP 1946

See pl machy rpt

Lloyd's Register
Foundation

007088-007497-0159

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

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