

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

(Received at London Office \_\_\_\_\_)

Date of writing Report 18th Jan 1949 When handed in at Local Office 19 Port of Trinidad, B.W.I.

No. in Reg. Book. 61128 Survey held at Port of Spain, Trinidad Date, First Survey 10th Jan Last Survey 16th Jan 1949  
(No. of Visits 2)  
on the Machinery of the Wood, Iron or Steel S.S. "H.M. FLAGLER"

Tonnage	Gross <u>8208</u>	Vessel built at <u>Newport, News</u>	By whom <u>Newport News S.B. &amp; D.D. Co.</u>	When <u>1918 7</u>
	Net <u>6103</u>	Engines made at <u>Newport News</u>	By whom <u>Newport News S.B. &amp; D.D. Co.</u>	When <u>1918 7</u>
Nominal Horse Power	<u>533</u>	Boilers, when made (Main) <u>1918</u>	(Donkey) <u>-</u>	
	<u>3</u>	Owners <u>Panama Transport Co.</u>	Owners' Address <u>Panama</u>	Voyage <u>Caripito/S. America</u>
of Main Boilers	<u>3</u>	Managers <u>" " "</u>	Port <u>Panama</u>	
of Donkey Boilers	<u>-</u>	If Surveyed Afloat or in Dry Dock <u>Afloat</u>	(State name of Dock.)	
Working Pressure	<u>220</u>	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		
of Main Boilers	<u>220</u>			
of Donkey Boilers	<u>-</u>			

Next Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

Periodical surveys, when held, must be reported in detail and seriatim 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? No

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? Not submitted

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 is 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? - 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? -

What is the date 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 -

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey confined to tubes of

Centre Boiler. I was informed that on 6th January, 1949 whilst on voyage to this port leaks developed in starboard smokebox of centre boiler and cracked tube plate was suspected.

On examination at this port, it was found that sundry tubes had been leaking but no sign of cracks could be found. Recommended that leaky tubes be expanded as required and an hydraulic test be applied to boiler on completion of repairs.

Hydraulic test found satisfactory, Boiler subsequently examined under steam and found in order

## 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.E.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Recommend Vessel remain as Classed in the Register Book.

Survey Fee (per Section 29).....	£ 45.00	Fees applied for 17/1/ 19 49
Special Damage or Repair Fee (if any) (per Section 29).....	£	
Travelling expenses (if chargeable).....	£	Received by me, 19

Committee's Minute  
Assigned

FRI 29 APR 1949

P. C. Ashford  
Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate Required? If so, to be sent to \_\_\_\_\_