

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. Survey held at Port of Spain, Trinidad Date, First Survey 10th Jan Last Survey 16th Jan 1949
 61128 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "H2M. FLAGLER" (No. of Visits 2)

Tonnage Gross 8208 Vessel built at Newport, News By whom Newport News S.B. & D.D. Co. When 1918 7
 Net 6103 Engines made at Newport News By whom Newport News S.B. & D.D. Co. When 1918 7
 Indicated Horse Power 533 Boilers, when made (Main) 1918 (Donkey) -
 No. of Main Boilers 3 Owners Panama Transport Co. Owners' Address
 (if not already recorded in Appendix to Register Book)
 No. of Donkey Boilers - Managers " " " Port Panama Voyage Caripito/S. America
 Steam Pressure 220 If Surveyed Afloat or in Dry Dock Afloat
 Main Boilers - (State name of Dock.)
 Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

First Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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 -

Is 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? -

" " Donkey " " " " -

Was this 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/or 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? -

Is the Survey 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.)

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) £

Received by me,

Travelling expenses (if chargeable) £

19

Committee's Minute

FRI 29 APR 1949

Assigned

Engine Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register Foundation

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