

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

(Received at London Office)

Date of writing Report 27th Jan. 1948 When landed in at Local Office 30th Jan. 1948 Port of MOBILE, ALABAMA

No. in Reg. Book 22474 Survey held at Mobile, Alabama Date, First Survey 10th Dec. '47 Last Survey 14th Jan. 1948 (No. of Vols. 14)

on the Machinery of the Wood-iron or Steel s.s. "DESCUBRIDOR"

Tonnage { Gross 5225 Vessel built at Camden, N.J. By whom New York S.B. Co. When 1917 3
 Net 3248 Engines made at Camden, N.J. By whom New York-S.B. Co. When - -

Nominal Horse Power 543 Boilers, when made (Main) - (Donkey) -

No. of Main Boilers 3 SB Owners Ligure Toscana Soc. di Nov. Owners' Address Genoa, Italy
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port Buenos Aires Voyage Mediterranean

Steam Pressure in Main Boilers 190 lb. If Surveyed Afloat and in Dry Dock Ala. D.D. & S.B. Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers - (State name of Dock.)

Last Report No. Port Particulars of Examination and Repairs (if any) INTERIM CERTIF.

(Periodical Surveys, when held, must be reported in detail and verification 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 summarized 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? Partly

" " Donkey " -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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 Not

Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? Not

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 screw 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 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? -

State 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 3/16"

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

Is electric light and exhaust fitted? Yes

If so, 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? No

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey for minimum repairs necessary to enable vessel to make one voyage to the Mediterranean.

Vessel placed in drydock, propeller, outside fastenings, ship's side suction and discharge valves examined and placed in efficient condition. The boiler mountings examined and placed in good order. The furnaces examined under a water test of 150 lbs. and found tight. The main condenser forward tube plate examined under a water test and found to remain efficient. The main air pump examined and placed in good order. The steering engine examined and found in good order.

Part of the pumping arrangements were examined, the bilge valves on the general service pump and the main bilge discharge pipe and valve were placed in good order.

The survey was discontinued on receipt of the New York telegram dated 5th January 1948 and the Owner's representative advised that the complete special survey of machinery and hull would require to be held. Temporary repairs have since been continued and the American Bureau of Shipping requested to issue a Certificate on behalf of the Registro Italino.

Report UC-3414 issued to Owners.

(P.T.O.)

General Observations, Opinion, and Recommendation:— Submitted for the information of the

(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.)

Committee.

Survey Fee (per Section 29) \$: £ Fees applied for
 Special Damage or Repair Fee (if any) \$: 60.00 27 Jan. 1948
 (per Section 29.)
 Travelling expenses (if chargeable) \$: £ Received by me,
 19

Committee's Minute

Assigned Exhaust glass with black line 2, 4 & 8.

008428-008432-0039

Engineer/Surveyor to Lloyd's Register

Lloyd's Register Foundation

Six ship side discharge valve discs machined. Ship side blow-down cock repitted and replaced. A 6" longitudinal fracture in the back corrugation of the port furnace of the port boiler cut open, examined and partly welded. All safety valve discs machined. Main air pump foot valve deck renewed, all valves, springs and studs placed in good condition. Relief valves fitted on the fuel oil service pump discharge lines.

S.R.LIST Donkey boiler disconnected and out of use. Main air pump now placed in good order as above but not tested under working conditions. The temporary repair to the condenser remains efficient in the meantime as above.

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