

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

(Received at London Office)

27 APR 1945

Date of writing Report 28th Feb. 1945 When handed in at Local Office 28th Feb. 1945 Port of Aruba, N.W.I.  
 No. in Survey held at San Nicholas Date, First Survey 10th Feb. Last Survey 19th Feb. 1945  
 Reg. Book 85620 on the Machinery of the ~~Wood Iron or Steel~~ T.S.S. "SURINAM" (No. of Visits)  
 Tonnage { Gross 3016 Vessel built at Belfast By whom Harland & Wolff, Ltd. Year. Month.  
 Net 1631 Engines made at Belfast By whom Harland & Wolff, Ltd. When 1929 5  
 Nominal Horse Power 228 Boilers, when made (Main) 1929 5 (Donkey) -  
 No. of Main Boilers 2 Owners Standard Oil Co. of Venezuela Owners' Address -  
 No. of Donkey Boilers / Managers - Port Maracaibo Voyage -  
 Steam Pressure 180 lbs in Main Boilers If Surveyed ~~Afloat~~ in Dry Dock Marine Railway, San Nicholas.  
 in Donkey Boilers / (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) Part B.S., &amp; Grounding Damage

(Periodical Surveys, when held, must be reported in detail and serially 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? only.

" " Donkey " " "

If this was not done, state for what reasons? Examination of furnaces only, one renewed, others repaired, see Report No. 582.

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 13th Feb. 1945

Present condition of funnel (3) Efficient

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?

Port

Has screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft Feb. 1945

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

5/32. P good fit.

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

Is electric light and/or power fitted?

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

Damage stated to have been caused by grounding off Beacon T 19 Lake Maracaibo on 17th January, 1945 from 3.15 p.m. to 6.10 p.m. on voyage from Aruba to Maracaibo in ballast.

Damage repairs effected:-

Port tail shaft worn down in bushings 5/16" full, tail shaft drawn, liners in good condition, both stern tube bushes rewooded and bored to suit liners. All replaced in good order.

Starboard down as above.

Donkey repairs effected:-

Both boilers opened up.

Port furnace, starboard boiler examined inside and outside, where welded as recommended in Report 582, and found to be in good condition.

Remainder of furnaces gauged and found to be unaltered. Supporting rings examined and found to be good.

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

The machinery of this vessel, so far as now seen, is in a safe and efficient working condition and eligible, in my opinion to remain as classed with fresh record of Port T.S. 2,45.

Survey Fee (per Section 29) Part B.S. Fls. 25.00

Special Damage or Repair Fee (if any) T.S. Fls. 50.00

(per Section 29.)

Travelling expenses (if chargeable) Fls. 3.00

Committee's Minute TUES. 12 JUN 1945

Signed BS 12 44

2-45

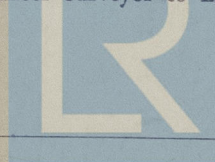
Fees applied for

28 Feb. 1945

Received by me,

19/

Jos B. Larkins 2021  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation



The Record of BS 12.44 was withheld  
pending a satisfactory report on the  
condition of the boiler furnaces  
The furnaces are now reported  
satisfactory.

Port  
Both screw shafts examined  
after grounding. Stern  
bushes rewooded.

It is submitted that this  
vessel is eligible for THE  
RECORD. BS 12.44

Port 3 2.45

Roll  
4/6/45.



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