

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

(Received at London Office 14 FEB 1952)

Date of writing Report 31.12.1951. When handed in at Local Office 19.12.1951. Port of Curacao, N. A.

No. in Survey held at Willemstad, Curacao, N. A. Date. First Survey 10.12.51 Last Survey 24.12.1951. (No. of Visits 2)

17236 on the Machinery of the ~~Wood~~ Steel S.S. "LLOYD CUARTO"

Tonnage { Gross 1362 Vessel built at Brooklyn By whom Todd Shipyards Corp When 1920 12

Net 771 Engines made at New York By whom White Fuel Oil Eng. Co When 1920

Nominal Horse Power 245 Boilers, when made (Main) 1920 (Donkey)

No. of Main Boilers 2 Owners Lloyd Steamship Line S.A. Owners' Address

No. of Donkey Boilers Managers - No - (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat Port Panama Voyage

in Donkey Boilers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 2950 Port Bona

Particulars of Examination and Repairs (if any) Starboard Boiler.

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?

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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush. 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? Engine parts, when referred to by numbers, should be counted from forward.

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

Attended on board at request of the Master on account of leakage of starboard boiler tubes.

Found:- Twenty flame tubes in starboard box of starboard boiler leaking at the front end, apparently due to cold air leaking through between the boiler end and the smokebox.

Now Done:- The bottom of the smokebox packed with asbestos rope and twenty flame tubes expanded.

The boiler was tested on completion of repairs and proved satisfactory.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as now seen is eligible

(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 XLMC 9,11 or XLMC 140 lb., FD, &c.) CS 3,34,

in my opinion to be retained as now classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 29.12.1951

Special Damage or Repair Fee (if any) £ 100.00 Received by me,

Travelling expenses (if chargeable) £ 10.00 19

Committee's Minute THURS 28 FEB 1952

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



008804-008811-0304

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

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

Boiler repair.

It is submitted that this vessel is eligible to remain as *CLASSED*.

TRM ^{JA} 25/2/52



© 2021

Lloyd's Register Foundation