

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

(Received at London Office

15 SEP 1954

Date of writing Report 7th Sept. 1954. When handed in at Local Office 14th Sept. 1954. Port of MIDDLESBROUGH. No in Reg. Book. Survey held at Middlesbrough. Date. First Survey 1st Sept. Last Survey 6th Sept. 1954. (No. of Visits 4)

55414. on the Machinery of the ~~XXXXXXX~~ Steel s.s. "CARMEN". Tonnage Gross 4549. Vessel built at Sunderland. By whom Wm. Doxford & Sons Ltd., When 1930 6 Net 2759. Engines made at Sunderland. By whom G. Clark Ltd., When 1930 6 MN As Per Rule 479 Boilers, when made (Main) 1930 (Donkey) No. of Main Boilers 3SB Owners Cia. de Nav. Costaricense "San Juan" Ltd. (if not already recorded in Appendix to Register Book.) HS " " 7002. Managers Port Puerto Limon. Voyage No. of Donkey Boilers - If Surveyed ~~At~~ or in Dry Dock Smith's Dock. Steam Pressure- 180 lbs. (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) Docking TS(CL) (Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, 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? No. Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Donkey " " not due for survey What parts of the Boilers could not be thus thoroughly examined?

If not, state for what reasons. 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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No.

Has shaft now been changed? Yes If so, state reasons fracture at keyway No. Has the shaft now fitted been previously used? No. Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No. State date of examination of Screw Shaft 2nd Sept. 1954 State the wear down in the stern bush close fit. Is electric light and/or power 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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Complete.

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

Now Done for Docking and TS(CL).

Vessel in drydock propeller and outside fastenings of sea connections examined.

Screw shaft drawn in and examined together with sternbush and gland. Fracture found at forward end of taper, running from keyway, and shaft condemned.

Vessel's spare screw shaft now fitted to working propeller in shop, and subsequently in place.

It was observed that the taper end of new shaft is slightly fitted on one side, but shaft is considered efficient.

Stern bush rewooded. Other minor repairs effected.

Shaft now fitted marked 1930 FK-liner 19.8.39 D.M.C Other marks not decipherable.

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, etc.)

The machinery of this vessel so far as now seen is in a safe condition eligible in our opinion

to remain as classed and have fresh record of TS(N) 9.54 C.L.

Survey Fee (per Section 23) TS(CL) £3 : - : - Fees applied for, 14.9.1954.

Special ~~Damage~~ or Repair Fee (if any) £3 : - : - Received by me, 19.

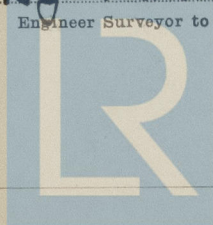
Travelling expenses (if chargeable) £ : : : -

Committee's Minute THURSDAY 30 SEP 1954

Assigned As new

S.N. 954

Age Related R.N. Stevenson & Co. Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

016640 010657 0294

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

Not Cert was issued. City attached.

Has a Survey also been held on Ship? If so, is the report sent now, or when will it be sent?

20m.532. Transfer Ink (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Doctry. - sunken end
of sunken reworked

It is submitted that this
vessel is eligible for THE
RECORD S(N)CC 924



8
18 9. 11



© 2021

Lloyd's Register
Foundation