

REC'D NEW YORK OCT 9 1952

No. 3970

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

(Received at London Office

28 OCT 1952)

Writing Report 23.9.1952. When handed in at Local Office 19. Port of Curacao, N.A.

Survey held at Willemstad, Curacao, N.A. Date First Survey 4.9.52 Last Survey 20.9.1952. (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel T.S.S. "CONCHITA"

Vessel built at Glasgow By whom W. Beardmore & Co. Ltd. Year 1924 Month 6

Engines made at Glasgow By whom W. Beardmore & Co. Ltd. When 1924

Boilers, when made (Main) 1924 (Donkey)

Owners N.V. Curacaosche Scheepv. Maats. Owners' Address

Managers - Do - Port Willemstad Voyage

If Surveyed Afloat or in Dry Dock Both

Boilers 256 Beatrix

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1	10,51	MLMC 10,48
ss. Wmd. -10,48(Dr)		BS 10,51
Carrying Ptrlm in bulk.		CL 9,50
		S.N. 10,51
FITTED FOR OIL FUEL F.P. ABOVE 150° F.	6,24	

Where the Surveyor has not made a special damage report he is required to state whether he offered his report made by anyone else? If so, by whom?

For this purpose, and why they were declined.

Did you personally go inside each Main Boiler separately and make a through examination at this time? Yes

Donkey " " " "

What parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler Port and Starboard 9.9.52

Present condition of funnel(s) Good

Did you examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did you examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam?

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers?

Did you examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers?

Did you examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

Has the shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now fitted been previously used? Has it a continuous liner? State date of examination of Screw Shaft.

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

On resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Vessel placed in drydock, propellers and outside fastenings examined and found or placed in good order.

The port and starboard boilers examined internally and externally together with all doors and fastenings and found satisfactory.

The safety valves adjusted under steam to 180 lbs per sq. inch. The oil burning installation examined under working conditions and steam pipes tested and found in good order.

Port and Starboard main engines cylinders, pistons and rods, valves and valve chambers, intermediate shafting, crossheads and brasses, condenser, pumps and pumping installations, oil burning installation, generator and engine, steering engine and windlass examined and found in good order.

Generator and electric circuits megger tested and repaired or replaced as required. Main and auxiliary steam pipes removed ashore, tested, found satisfactory and reconditioned as necessary.

Starboard L.P. crosshead and brasses renewed.

Over

Observations, Opinion, and Recommendation:—

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 0,11, B&MS 0,11, &LMC 0,11 or 140 lb., FD, &c.)

Machinery of this vessel is eligible in my opinion to be retained as now classed with fresh

9,52.

Section 20) MS £ 312.50

or Repair Fee (if any) BS £ 175.00

Fees applied for 22.9.1952

Received by me, 19

Minute THU 6 NOV 1952

+LMC 9,52

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

010712-0107181-0169

REPAIRS & OF ENGINES AND BOILERS

Port H.P. guide shoe remounted.

Condenser cleaned and tested.

Fuel heaters tested.

Other minor items.

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*Ans MS due 1052 now held
BS due 1052 held
Minor engine repairs effected*

**It is submitted that
this vessel is eligible for
THE RECORD.**

+ huc 952

WJH

5.11.52

