

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

(Received at London Office 6 NOV 1948)

Date of writing Report... 29. 9. 1948. When handed in at Local Office... 19. Port of Curacao, N. W. I.

No. in Survey held at Willemsstad, Curacao, N.W.I. Date. First Survey 26. 9. 48 Last Survey 27. 9. 1948
Reg. Book. 74574 (No. of Visits... 2)

34652 on the Machinery of the W. S. "T O A S" Supp.

Tonnage { Gross 2034 Vessel built at Newcastle By whom Palmer's Co. Ltd. When 1926 5
Net 1590 Engines made at Sunderland By whom MacColl & Pollock, Ltd. When 1926

Nominal Horse Power } 192 Boilers, when made (Main) 1926 (Donkey)
No. of Main Boilers 2 Owners Caribbean Petroleum Co. Ltd. Owners' Address
No. of Donkey Boilers 1 Managers - Do - Port Maracaibo Voyage

Team Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat
in Donkey Boilers 180 (State name of Dock.)

Report No. 5126 Port lco

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	<u>5.47</u>	*LMC 5.47
Examined	<u>5.47 7.48</u>	C.L. 5.47
Carrying Ptarm in bulk.	<u>7.48</u>	<u>7.48</u>
Fitted for oil fuel 5.26 F.P. above 150o F.	<u>5.47 7.48</u>	<u>5.47</u>

Particulars of Examination and Repairs (if any) Centrifugal Pump
Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

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 Report Attached.

Has 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? no

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? no

State for what reasons not due 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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s) Good

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 the 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 bush.

Is electric light and/or power fitted? Yes 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.

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

Was the Surveyor invited on board at request of the Owners. Representative to examine damage to the Condenser

Centrifugal Circulating Pump.

As stated on board that whilst lying alongside the wharf at San Lorenzo, Lake Maracaibo on 21st

September 1948 the condenser became overheated due to lack of circulating water. Thinking that the

injection valve was choked with mud the overboard discharge valve was closed and the ballast

started in order to force away the obstruction. While thus attempting to pump back through the

injection valve the casing of the circulator fractured circumferentially for approximately 60%

of the circumference. The end door is also fractured.

The vessel was placed in Beatrix Drydock on 25th September 1948 for examination of the injection

valve and, on being opened up it was found that the securing pin was missing, and the nut for securing

the valve to the spindle had slackened back approx. 2", in this way the water from the ballast pump

was forcing the valve back on its seat.

Over

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 *LMC 9,11 or *LMC 140 lb., FD, &c.)

In my opinion to be retained as now classed without fresh record of survey subject to the condenser

circulating pump casing being renewed at earliest opportunity also to all other conditions attached

to the vessel's class as previously recommended.

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

Damage or Repair Fee (if any) (per Section 29.) F 100.00 27. 9. 1948.

Working expenses (if chargeable) F :5.00 Received by me,

Port Sunday Fee. F 12.50

Committee's Minute

Assigned

E. H. Westbury
Engineer Surveyor to Lloyd's Register of Shipping.



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

010982-010991-0222

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

WED 17 NOV 1948

As now, subject

FRI 26 MAY 1950

1. Check class from reprint of R.R.

Write down

N.Y.

note in re: scales

Class omitted from 1950-51 R.R. 1-VI-50

FOUND

1. Casing of centrifugal pump fractured circumferentially for approx. 60% of the circumference.

2. When removing the pipe from the low injection valve for examination of the valve, with vessel afloat, the flange of the valve was broken over two bolt holes.

As a temporary repair $\frac{1}{2}$ " steel plates were fitted over each side of the casing and held in place and the fracture drawn together by $\frac{3}{4}$ " studs through both plates, situated between the studs of the cover and between the plates was filled with Portland Cement. An efficient cement box has now been made over the flanges of the low injection valve and the connecting pipe.

RECOMMENDED

Casing to be renewed.

Low injection valve to be renewed.

CRV

© 2021

Lloyd's Register Foundation