

REC'D NEW YORK FEB 18 1952

11 MAR 52

No. 1406

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

(Received at London Office)

11 MAR 1952

Date of writing Report 24th January 52

When handed in at Local Office

19

Port of Aruba, N.W.I.

No in Reg. Book. Survey held at Aruba, N.W.I.

Date First Survey 16th January Last Survey 23rd Jan. 1952

(No. of Visits 2)

13249 on the Machinery of the Wood, Iron or Steel

TSS. "ICOTEA"

Tonnage Gross 3812

Vessel built at Belfast

By whom Harland & Wolff

Year. Month.

Net 1347

Engines made at Belfast

By whom Harland & Wolff

When 1927 6

Nominal Horse Power 196MN

Boilers, when made (Main) 1927.

(Donkey)

When 1927 6

No. of Main Boilers 2

Owners Cia. de Petroleo Lago

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers

Managers

Port Maracaibo

Voyage

Steam Pressure

If Surveyed Afloat or in Donk Dock

Afloat

in Main Boilers 180 lbs.

(State name of Dock.)

San Nicolaas Harbour

Last Report No.

Port

Particulars of Examination and Repairs (if any) Comp. Gen. Examination.

(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. No Damage

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 through examination at this time?

" " " Donkey " " " "

If not, state for what reasons Not due for survey

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) 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? No

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 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? 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.

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

Vessel afloat in San Nicolaas Harbour, Aruba, N.W.I.

Now Done:

Port and Starboard main Engine, auxiliary machinery, steering engine, anchor windlass, examined under working conditions and found to be satisfactory.

According to records available, the following repairs were carried out in June, 1951:—

Main Engine:

Port and Starboard H.P., M.P. & L.P. cylinders and valve chambers opened up, steam pistons, valves, piston rods and valve rods removed. Port and Starboard H.P. piston rings renewed. H.P. & L.P. piston rings adjusted.

Starboard Engine H.P. valve rings renewed.

Starboard Engine L.P. slide valve face machined and valve adjusted.

Port and starboard H.P., M.P. & L.P. piston rods and valve rods machined, neck and gland bushings renewed.

P.T.O.

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, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., ED, &c.)

CS 3,34

The machinery of this vessel, so far as now seen, is in safe order and condition, eligible in my opinion that the record of *LMC. be retained with fresh record General Examination 6, 51.

Survey Fee (per Section 29) Gen. Ex. Fls. 40.00

Fees applied for

Special Damage or Repair Fee (if any) £ : :

(per Section 29.)

24.1.1952

Received by me,

Travelling expenses (if chargeable) £ : 4.50

19

Committee's Minute

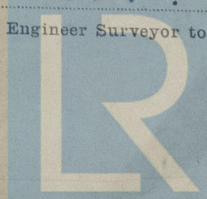
Assigned

THU 3 APR 1952

Deferred for MS

W.D. Wardle

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

01586-01544-0255

Port Engine H.P. valve rod renewed.
Port and Starboard Engine connecting rods, guides, eccentric straps and eccentric rods removed and replaced in good order.
Port and Starboard Engine main bearings, crankpin and crosshead bearings adjusted, pistons and valves adjusted to correct clearances.
Starboard engine reversing engine slide valve renewed together with valve false face.
Port and Starboard main condensers opened up, cleaned and tested. Starboard condenser water end cover renewed.
Port and Starboard main engine manoeuvring valves overhauled.
General service pump opened up, steam piston rods renewed. Steam piston and bucket rings renewed.
Ballast Pump discharge valve discs and springs renewed.
Fuel oil pumps, Steam and liquid ends opened up, steam piston and liquid bucket rings renewed.
Steam shuttle valves reconditioned.
Feed pumps, Steam and liquid ends opened up, steam piston and bucket rings renewed. Port pump shuttle valve renewed.
Feed heater opened up, tested, one coil repaired by brazing.
Anchor windlass, Steam cylinders opened up, one valve spindle renewed. Spare crank shaft fitted.
Two main bearing brasses renewed. Steam slide valves reconditioned, guards adjusted.
Connecting rod bushings renewed.
Brake bands overhauled.
Electric circuits, all circuits megger tested and grounds removed where found.

W.D. Wardle



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