

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 15 MAR 1951)

Date of writing Report 15 February 1951 When handed in at Local Office 15 February 1951 Port of MOBILE, ALABAMA  
 No. in Survey held at Mobile, Alabama Date, First Survey 12th January Last Survey 9th February 1951  
 Reg. Book 72631 on the Machinery of the ~~Woodhouse~~ Steel s.s. "PIATANO" (BC) (No. of Visits -12-)  
 Tonnage { Gross 5949 Vessel built at Birkenhead By whom Cammell Laird & Co. Id. Year. Month. 1930 6  
 { Net 2803 Engines made at Rugby By whom British Thomson-Houston Co. Ltd. When - -  
 Nominal Horse Power 6750 Boilers, when made (Main) - (Donkey) -  
 No. of Main Boilers 5 SB (S) Owners Empresa Hondurena de Vapores Owners' Address -  
 No. of Donkey Boilers - Managers Agencia Maritima Hondurena S.A. Port Tala Voyage -  
 Steam Pressure in Main Boilers 275 lb. If Surveyed Afloat and in Dry Dock Ala. Dry Dock  
 in Donkey Boilers - (State name of Dock.)

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

Last Report No. - Port -

## Particulars of Examination and Repairs (if any) DKG., BS. & MCHY. RPRS.

(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. N.Y. 7th February 1951

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? Yes

" " Donkey " " " -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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. 25th January 1954

Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 275 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted under steam? -

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

, 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? Yes

, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft -

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. .175"

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

Is electric light and ~~and~~ power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Partly

Partly

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

Partly

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

COMPLETE

Vessel placed in drydock, propeller and outside fastenings examined and found satisfactory.

The boilers and superheaters examined throughout with mountings, doors and fastenings and found satisfactory afterwards examined under steam and the safety valves adjusted to the above working pressure. The oil burning appliances and steam smothering arrangements tested and found in good order. Uptake tubes renewed in the forward and after starboard and center boilers.

The following machinery repairs effected parts examined and found satisfactory:

Main engine generator stator coils renewed by General Electric Company, Atlanta. A reconditioned main generator rotor, ex s.s. "MUSA", previously rewound, now installed. Auxiliary exciter set removed, commutator machined, set cleaned and reinstalled. Two main motor ventilating fan motors removed, cleaned, commutators machined and reinstalled. Main circulating pump motor cleaned and sprayed. All eight cargo winches and two warping winch motors opened, cleaned and sprayed and all leads from controllers to motors renewed. The above motors and main generator satisfactorily megger tested. The main condenser retubed, tested and proven tight. Bilge pump shaft and gear wheel renewed. Tunnel bilge and sanitary pump renewed complete. Steering gear port and starboard pumps renewed complete except for pump casings. Other minor repairs effected. Main and auxiliary machinery including steering gear and windlass tested under (P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen,

(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, B.S. 9.11, B.E.M.S. 9.11, \*L.M.C. 9.11, or \*L.M.C. 140 lb., F.D., &c.)

CS 3.34,

is eligible in my opinion to remain as now classed with fresh record of Blr.S. 2.51.

Survey Fee (per Section 29) BS 180.00 :

Machy. 50.00 :

Repair Fee (if any) 50.00 :

(per Section 29.)

Travelling expenses (if chargeable) 6.00 :

Fees applied for

15 Feb. 1951

Received by me,

19

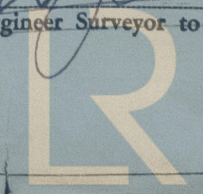
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

As now  
Blr.S. 2.51

NEW YORK MAR 7 - 1951



Lloyd's Register  
Foundation

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

014642-014653-0047

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



