Rpt. 9. No. 7104

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

(Received at London Office 21 Oct 1949)

Date of writing Report 30 Sept. 1949 When handed in at Local Office ..... 19 Port of NEW ORLEANS, LOUISIANA

No. in Reg. Book 22193 Survey held at New Orleans, Louisiana Date, First Survey 28 Sept. Last Survey 29 Sept. 1949 (No. of Visits two)

on the Machinery of the ~~Wood, Iron or~~ Steel S. S. "PLATANO" (BC)

Tonnage Gross 5949 Net 2803

~~Nominal~~ Horse Power 6750

No. of Main Boilers 5SB

No. of Donkey Boilers –

Steam Pressure— in Main Boilers 275# in Donkey Boilers –

Vessel built at Birkenhead By whom Cammell Laird & Co.Ld. When (Year. Month.) 1930 -6

Engines made at Rugby By whom British Thomson-Houston Co.Ltd. When 1930

Boilers, when made (Main) – (Donkey) –

Owners Empresa Hondurena de Vapores Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Agencia Maritima Hondurena, S.A. Port Tela, Honduras Voyage

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Erato Street

Last Report No. ..... Port .....

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)
BS* with fbd.		MBS* 5,47
~~12,48~~ 6.49		BlrS ~~6,48~~ 4.49
A.S. 10,48		msp 5,47
ssMob. 5,47		T.S. C.L. 5.49
Fitted for oil fuel		Ref. Rely.

Particulars of Examination and Repairs (if any) Boiler Repairs

(Periodical Surveys, when held, must be reported in detail and seriatim 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 –

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? Part

" " 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 – Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? – To what pressure were they afterwards adjusted under steam? –

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? – , 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 screw shaft now been drawn and examined? – 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 –

Engine parts, when referred to by numbers, should be counted from forward. 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.? Not tested

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

NOW DONE: Examined port low furnace of port after boiler.

Found several rivet heads broken off on water side at bottom and side of combustion chamber wrapper plate and tube plate seam.

REPAIRS: Fourteen defective rivets cut out and renewed. On completion boiler tested with hydraulic pressure and found tight.

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.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LM C 140 lb., F.D., &c.) CS 3,34,

is eligible in my opinion to remain as classed with record of MBS* 5,47 in the Register Book in the case of this vessel.

Survey Fee (per Section 29) $ 20:00 :

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

(per Section 29.)

Travelling expenses (if chargeable) $ 1:50 :

Fees applied for 29 Sept. 1949

Received by me, 19

NEW YORK OCT 5 1949

J. N. Laing

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned As now

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

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

014642-014653-0053

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Noted.

The Surveyor should be asked to state that the cause of the broken pivots was not due to caustic embrittlement.

23.11.49

Not due to caustic embrittlement.

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