

Rpt. 9.

REC'D NEW YORK OCT 10 1949

No. 1133

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

(Received at London Office)

21 OCT 1949

Date of writing Report 25th August 1949

When handed in at Local Office 1949

Port of Aruba, N.W.I.

No. in
Reg. Book.

Survey held at

Aruba, N.W.I.

Date. First Survey

and Last Survey 21th August 1949

(No. of Visits 3)

21331
21878

on the Machinery of the Wood, Iron or Steel

SS. "SAN ROBERTO"

Year. Month.

Tonnage { Gross 5890
Net 3611

Vessel built at Newcastle

By whom ArmstrongWithworth & Co., Ltd.

When 1922 9

Nominal Horse Power 538H.P.

Engines made at Newcastle

By whom Wills and Slippy, Ltd.

When 1922 9

No. of Main Boilers 3

Boilers, when made (Main) 1922

(Donkey)

No. of Donkey Boilers

Owners Eagle Oil & Shipping Co., Ltd.

Owners' Address

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

Steam Pressure

Managers

Port London

Voyage

in Main Boilers 180 lbs

If Surveyed Afloat or in Dry Dock

Afloat

(State name of Dock.)

in Donkey Boilers

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
elapsed
now
expired.Machinery and Boiler
Surveys
(including date of N.B., if any)

*100A1. 12, 48

*LMC. 3, 46

SS. 2nd No. 3 3, 46

BS. 12, 48

TSC1. 12, 48

Carrying petroleum in bulk.

Fitted for oil fuel 9, 22

F.P. above 150° F.

Last Report No. 3321 Port

CCO

Particulars of Examination and Repairs (if any)

Boiler repair

(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

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?

" " Donkey " " "

If not, state for what reasons. 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)

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 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

stern bush

Is electric light and/or power fitted?

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.

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.

At request of Owners' Representative, examined port main boiler, starboard furnace due to
fracture at bottom of furnace in way of gourd neck.

Now Done:

Fracture veed out, examined and welded, examined on completion and all found to be satisfactory.

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., FD, &c.) CS 9,34,

The machinery of this vessel, so far as now seen, is in safe order and condition, eligible in my
opinion to be continued as classed without fresh record of survey.

Survey Fee (per Section 29) 2

Fees applied for

26.8.1949

Special Damage or Repair Fee (if any) Rep. 2 100.00

(per Section 29) Late fee: 40.00

Received by me,

Travelling expenses (if chargeable) 2 4.50

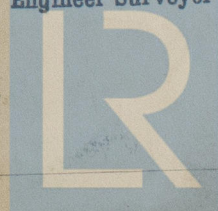
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Committee's Minute

Assigned

As new

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

Foundation

W1028-0111

Co. 5/10