

REC'D NEW YORK SEP 9 1949

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

(Received at London Office 30 SEP 1949)

Date of writing Report 15. 8. 1949 When handed in at Local Office 19. 8. 1949 Port of Curacao, N. W. I.

No. in Reg. Book Survey held at Willemstad, Curacao, N.W.I. Date First Survey and Last Survey 13. 8. 1949 (No. of Visits 1)

on the Machinery of the ~~Woodlynor~~ Steel S.S. "SAN ROBERTO"

24878 Tonnage { Gross 5890 Vessel built at Newcastle By whom Armstrong, Whitworth & Co. Ltd. When 1922 9

{ Net 3611 Engines made at Newcastle By whom Wallsend Slipway Co. When 1922

Nominal Horse Power 538 Boilers, when made (Main) 1922 (Donkey)

No. of Main Boilers 3 Owners Eagle Oil & Shipping Co., Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers = Do = Port London Voyage

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

in Donkey Boilers Last Report No. 5285 Port CCO

Particulars of Examination and Repairs (if any) Completion B.S.

(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? NO

" " Donkey " " " "

If not, 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?

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? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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 Completion.

Now Done:- Safety Valves of Port, Starboard and Forward Boilers adjusted under steam to 180 lbs. per square inch.

S.R.List:- B.S. 12,48 when safety valves adjusted.

As stated above these were adjusted under steam and this item may now be deleted from S.R.List.

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.) CS 2,24,

in my opinion to be retained as now classed with fresh record of B.S. 12, 48 as previously recommended.

Survey Fee (per Section 29) Comp. BS. £ 50.00: Fees applied for 15. 8. 1949

Special Damage or Repair Fee (if any) £ : X: Received by me, 19

Travelling expenses (if chargeable) £ : X: Acting Engineer Surveyor to Lloyd's Register of Shipping.

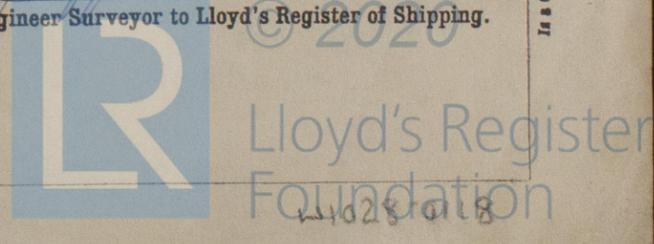
Committee's Minute Assigned As now

Assigned As now B.S. 12.48

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.Nwc. 2nd		B.S. 1.48
No.3-3,46		C.L.12.48 3.46
Carrying Ptrl in bulk Fitted for oil fuel		
9,22 F.P. above 150o F.		

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

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



REVERSE SIDE OF DOCUMENT

REMAIN

REMAIN



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