

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

Date of writing Report 26 July 1932 When handed in at Local Office ✓ 19 - Port of Willemstad Curacao D.W.I.
No. in Reg. Book. 18564 Survey held at Aruba D.W.I. Date, First Survey 7 July Last Survey 8 July 1932
on the Machinery of the Wood, Iron or Steel 1/2 CABIMAS (No. of Vessels 2)
Gross Tonnage 9033 Net 1111 Vessel built at Newcastle By whom Palmer's Coy L^{td} When 1924-12 mo
Nominal Horse Power 186 Engines made at Sunderland By whom MacColl Pollock & Co. When 1924
No. of Main Boilers 2 Boilers, when made (Main) 1924 (Donkey) ✓
No. of Donkey Boilers ✓ Owners Namiquela Gulf Oil Co. Owners' Address San Nicholas Mar. Rly
Steam Pressure in Main Boilers 180 lbs. Managers ✓ Port Curacao Voyage Coasting
in Donkey Boilers ✓ ✓ Surveyed Apparatus in Dry Dock San Nicholas Mar. Rly Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) Docking.

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

Do. " Donkey " ✓

If this was not done, state for what reasons? Not due (vessel had been laid up & is not to resume service).

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? ✓

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? 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? No

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32 inch

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

The vessel placed on drydock the fastenings of the stern tube & sea connections examined & found in order.

Now Done: - The propeller found in good condition, the nut hardened up.

General Observations, Opinion, and Recommendation: The machinery of this vessel
(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, R.M.S. 9,11, or L.M.C. 9,11, (as to, F.D., &c.)
so far as seen, is now in efficient condition & eligible in my opinion to remain as classed without fresh record of Survey

Survey Fee (per Section 28) £ : : ✓Special Damage or Repair Fee (if any) (per Section 28.) £ : : ✓Travelling expenses (if chargeable) £ : : ✓

Fees applied for

19Received by me, ✓19Committee's Minute DeferredAssigned Deferred

FRI. 16 DEC 1932

FRI. 27 JUL 1934

TUE. 20 JUN 1933

TUE. 31 JUL 1934

FRI. 5 JAN 1934

W1270-0186

Alexander Connou.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

ropelle examined.
all submitted work
this vessel is eligible to
remain as CLASSED.
BS due 3.32 not held

Car
22-8-31

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying

is so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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