

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

(Received at London Office 27 APR 1942)

Date of writing Report Jan. 6th 1942 When handed in at Local Office Jan. 6th 1942 Port of San Nicholas, Anaca, N.W.I.

No. in Survey held at San Nicholas, Anaca, N.W.I. Date First Survey Dec. 27th 41 Last Survey Jan 2nd 1942
(No. of Visits Jan)

84812 on the Machinery of the T.S.S. "TIA JUANA" Steel

Gross Tonnage 2395 Vessel built at Belfast. By whom Harland & Wolff Ltd. When 1928-4
Net Tonnage 1244. Engines made at Lisagaw. By whom " " " " When 1928.

Boilers, when made (Main) 1928 (Donkey) ✓

Owners' Address Large Shipping Co. Ltd. (if not already recorded in Appendix to Register Book)
Managers R.A. Carter. Port London. Voyage Coasting.

If Surveyed Afloat or in Dry Dock (State name of Dock) ✓

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 since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+ L.O.A.I. H-40 ^{S.I.L.}		+ L.M.C.
S.S. Anaca No. 3. A. 40		M.S. 10. 39.
		B.S. 11. 40
Coasting petroleum in bulk.		C.L.
Fitted for O.F. A. 28.		P. 4. 39.
F.P. class 150° F.		S. 10. 39.

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

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details 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.

Where 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Where this was not done, 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 27-12-41 Present condition of funnel Crossed.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs / 10"

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 the 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 the shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 ✓

Is electric light and/or power fitted ✓

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

Where so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

While the vessel was on the Marine Railway the fastenings of the propellers, the stem tubes and sea valves were examined as follows in order.

Funnel: The P.T.S. was down 1/8" at the "A" bolt bearing, the S.T.S. was down 1/4" at the "A" bolt bearing.

Down: The S.T.S. drawn inboard to clear the "A" bolt bearing, the "A" bolt bearing renewed.

The end of the shaft examined as follows well closed up in order.

Down for B.S.: The two main boilers together with all mountings examined throughout, minor repairs made to mountings well placed in order. Funnel: The starboard furnace, starboard boiler distorted in way of Nos 2, 3 & 4

Corrugation from the furnace pan, west distortion being 1/4" at No 3 corrugation. Distortion at furnace bottom only.

Down: A 2 1/2" x 3/4" compensating ring made to fit & welded to No 3 corrugation for the full circumference. The boilers again examined when steam then safety valves adjusted to 180 lbs / 10"

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, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Recommendation that the machinery of this vessel be continued as now classed class a fresh record of B.S. 12-41 subject to the starboard furnace, starboard boiler being again examined within seven months, i.e. before the end of July 1942

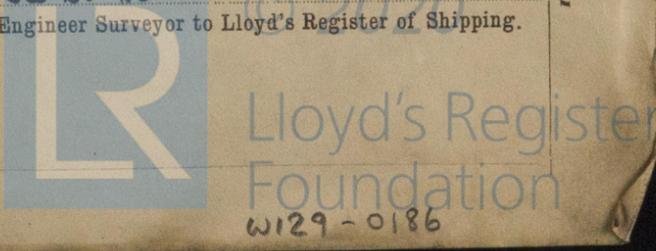
Survey Fee (per Section 29) B.S. £ 110.00 Fees applied for Jan 6th 1942

Special Damage or Repair Fee (if any) (per Section 29.) £ Received by me, 19

Travelling expenses (if chargeable) £ 10.00 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 15 MAY 1942

Assigned 1.42



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

Chelt.

THE RECORD, 1.4.21.

(Inserted in 2.4.22)

DA

13/5/42



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