

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

(Received at London Office)

16 APR 1953

Date of writing Report 3rd March, 1953

When handed in at Local Office

Port of Aruba, N.W.I.

No in Reg. Book. Survey held at Aruba, N.W.I.

Date

First Survey 1st March

Last Survey 3rd March 1953

(No. of Visits 2)

66579 on the Machinery of the Wood, Iron or Steel

TSS. "LA SALINA"

Tonnage { Gross 2534
Net 1317

Vessel built at Belfast

By whom

Harland & Wolff

Year. Month.

When 1927 6

Engines made at Belfast

By whom

Harland & Wolff

When 1927 6

MN As Per Rule 196MN

Boilers, when made (Main) 1927

(Donkey)

No. of Main Boilers 2

Owners Cia. de Petroleo Lago

Owners' Address

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

HS " " " 3702

Managers

Port Maracaibo

Voyage

No. of Donkey Boilers

Steam Pressure—

in Main Boilers 180 lbs.

in Donkey Boilers

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

San Nicolaas Harbour

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL

MACHINERY

*100A1. 5, 52

SS.Aru. 2, 18

*LMC. 2, 48

BS. 1, 52

TS CL. 12, 51-55

Carrying petroleum in bulk.

Fitted for oil fuel 6, 27

F.P. above 150° F.

LAID UP- SURVEYS OVERDUE

Last Report No.

Port

Particulars of Examination and Repairs (if any)

(Periodical surveys, when held, must be reported in detail and serialism 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. Auxiliary machinery should be referred to by position in Machinery Space.

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

Vessel examined as per Rule for General Examination for voyage from Aruba to Southern U.S. Port.

Now Done:

Starboard feed pump: Water end of pump renewed completely with suction and delivery valves.

Existing bucket and bucket rod machined, new bucket rings fitted and installed in new water end.

Pump tested under working conditions and found satisfactory.

Lower fuel oil pump: Steam piston and liquid plunger rings renewed.

Main Engine: Boilers and all auxiliary machinery examined under working conditions and found satisfactory.

Rudder stock head bearing adjusted, steering engine tested under working conditions and found satisfactory.

Anchor windlass examined under working conditions and found 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, etc.)

The machinery of this vessel, so far as now seen, is in safe order and condition, eligible in my opinion that the record of *LMC be retained without fresh record of survey (for voyage from Aruba to Southern U.S. Port).

Survey Fee (per Section 23) £ : :

Special Damage or Repair Fee (if any) £110.00

(per Section 23.)

Travelling expenses (if chargeable) £ 3.00

Fees applied for,

3.3.19.53

Received by me,

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Committee's Minute

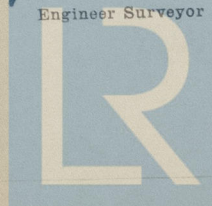
TUES. 12 MAY 1953

Assigned

see minute on
Hul. Rpt

M. D. Wardle

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

W1633-0163