

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

(Received at London Office 27 DEC 1951)

Date of writing Report 8th November, 1950 When handed in at Local Office 1950 Port of Aruba, N.W.I.

No. in Survey held at Aruba, N.W.I. Date. First Survey 16th Oct. Last Survey 7th November 50  
Reg. Book. (No. of Visits 5)

63513 on the Machinery of the ~~Wooden~~ Steel TSS. "INVERCAIBO"

Tonnage { Gross 2372 Vessel built at Belfast By whom Harland & Wolff When 1925 6  
 Net 1235 Engines made at Glasgow By whom A. & J. Inglis When 1925 6  
 Nominal Horse Power 196MN Boilers, when made (Main) (Donkey)  
 No. of Main Boilers 2 Owners Esso Transportation Co. Id. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 2 Managers Port London Voyage   
 Steam Pressure in Main Boilers 180 lbs. and Slipway, San Nicolaas.  
 in Donkey Boilers 180 lbs. If Surveyed Afloat xx in Dry Dock Both  
 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Boiler Survey

(Periodical Surveys, when held, must be reported in detail and serialim 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 (Both) 20th October, 1950 Present condition of funnel 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? 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? No 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. Complete

Vessel placed on Slipway, propellers and outside fastenings examined, and found or placed in satisfactory condition.

Both main boilers examined internally and externally with mountings, manholes, doors and fastenings, all found or placed in satisfactory condition.

Safety Valves adjusted under steam to pressure stated above.

Oil burning installations examined, steam smothering gear tried, sand boxes filled, all satisfactory.

Repairs (Wear & Tear) Now Done:

Starboard main engine cylinder examined and ridges ground at top and bottom.

Both main engine attached circulating pumps examined over all parts.

Both main engine attached bilge pumps, new cams fitted.

Sundry minor repairs effected.

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.)

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 with fresh record B.S. 11, 50

Survey Fee (per Section 29) B.S. Fis. 140.00 Fees applied for 9.11.19 50  
 Special Damage or Repair Fee (if any) Reps. 100.00 Received by me, 19  
 Travelling expenses (if chargeable) £ 15.00

Committee's Minute

Assigned Deferred  
BS 11,50

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1. 1, 50		*LMC. 1, 46
SS.Aru. 4, 46		BS. 1, 50
<i>Hopper Dredger</i>		CL. 12, 48
Fitted for oil fuel	6, 25	
F.P. above 150°	F. Converted from	
tanker to Hopper Dredger	' 38	

*W.P. Holmes*  
Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register Foundation  
W 1636 70162

Short Character of Ship and Machinery precisely as in the Register Book.

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