

REC'D NEW YORK APR 17 1952

No. 3868

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

(Received at London Office

5 MAY 1952

Report 31. 3. 52 When handed in at Local Office 19 Port of Curacao, N. A.

Survey held at Willemstad, Curacao, N. A. Date. First Survey 20. 3. 52 Last Survey 29. 3. 19. 52. (No. of Visits 3)

the Machinery of the Wood, Iron or Steel T. S. S. "CASSANDRA"

2701 Vessel built at Glasgow By whom W. Beardmore & Co. Ltd. When 1924 12

1482 Engines made at Coatbridge By whom - Do - When 1924

252 Boilers, when made (Main) 1924 (Donkey)

Owners N.V. Curacaesche Scheepv. Maats. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers - Do - Port Willemstad Voyage

If Surveyed Afloat or in Dry Dock Both

(State name of Dock.) Wilhelmina

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, or since expiry of periodical survey.

Machinery and Boiler Surveys (including date of N.B., if any)

100A1 3/4, 50 4, 49

ss. Wmd. - 4, 49 (Dr) BS 3/4, 4, 50

Carrying Ptrlm CL

in bulk. S. 4, 50

P. N. 4, 50

FITTED FOR OIL FUEL 1/24

F.P. ABOVE 150° F.

No. Port

of Examination and Repairs (if any) Dkg. & B.S.

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the

if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on

the (the cause of which must be stated) should be separated from Repairs due to other causes; and besides

the body of the report, should be briefly summarised at the end of the report. State also the dates and

times respecting this case

Where the Surveyor has not made a special damage report he is required to state whether he offered his

for this purpose, and why they were declined

Work made by anyone else? If so, by whom?

Did he personally go inside each Main Boiler separately and make a through examination at this time? Yes

Donkey

What parts of the Boilers could not be thus thoroughly examined?

When, in the absence of internal examination, were adopted by the

Surveyor himself of the thorough efficiency of those parts of each Boiler?

When of internal examination of each boiler Port and starboard 25. 3. 52

Present condition of funnel(s) Good

When examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

When examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

When examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers?

When examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

When examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

When has it now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

When changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

When retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

4 m/m Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

3 m/m 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.

When complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Vessel placed in drydock, propellers and outside fastenings examined and found or placed

in order. The port and starboard boilers examined internally and externally together with all

doors and fastenings and found satisfactory. The safety valves adjusted under steam to

100 sq. inch. The oil burning installation examined under working conditions and the steam

lines tested and proved in good order. All sea valves in engine room opened up and examined.

Starboard boiler; starboard furnace, three edge cracks veed out and electrically welded

12 rivets renewed. One stay tube renewed. Port boiler; port furnace, five edge cracks veed out

electrically welded and 12 rivets renewed.

Starboard H.P. piston valve rings renewed. Dynamo engine piston and piston rod renewed.

Port piston and piston rod renewed. Steering engine control valve and liner renewed.

Items.

Observations, Opinion, and Recommendation:—

When, and 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

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, *EMC 9, 11 or

140 lb., FD, &c.)

When every of this vessel as now seen is eligible in my opinion to be retained as now classed

in record of B.S. 3, 52.

When

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