9.

No. 42017

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

(Received at London Office 27 APR 1942)

te of writing Report ..... 19 ..... When handed in at Local Office ..... 19 ..... Port of New York

in Book 261 Survey held at Brooklyn, N.Y. Date, First Survey Dec. 30, 1941 Last Survey Jan. 7 1942 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.S. NAVEMAR

e { Gross 5473 / Net 3291

inal Power 548

Main Boilers 3

Donkey Boilers —

Pressure — ain Boilers 180 lbs

onkey Boilers —

Vessel built at Newcastle By whom Armstrong Whitworth & Co When 1921 10

Engines made at Newcastle By whom Armstrong Whitworth & Co When " "

Boilers, when made (Main) 1921 (Donkey) —

Owners Cia Española de Nav. Martinez S.A. Owners' Address As recorded (if not already recorded in Appendix to Register Book.)

Managers — Port Seville Voyage

If Surveyed Afloat or in Dry Dock Dry dock (State name of Dock.) Robins D.D. & Repair Co

Report No. ..... Port .....

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 assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 Shelter Dk		+LMC 5-39
with freeboard		BS ~~6440~~ 7
~~2-40~~ 1.41		TS(CL)N 4-39
SS NYK No 3-5.39		
Fitted for O.F 10.21		O P above 150°F

rticulars of Examination and Repairs (if any)

dical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and es being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

nage cases where the Surveyor has not made a special damage report he is required to state whether he fered his services for this purpose, and why they were declined —

damage report made by anyone else? If so, by whom? —

e Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " " —

was not done, state for what reasons?

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

hat special means, in the absence of internal examination, were adopted by the veyor to assure himself of the thorough efficiency of those parts of each Boiler?

test date of internal examination of each boiler ..... Present condition of funnel(s)

e Surveyor examine the Safety Valves of the Main Boiler? ..... To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? ..... To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ..... , and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? ..... , and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? ..... , and of the Donkey Boilers?

Boilers not due for survey

rew shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

ft now been changed? — If so, state reasons —

e 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?

ate of examination of Screw Shaft Jan. 6-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Light.

lid the Surveyor examine the generators, motors, switchgear, cables and fuses? —

e insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? —

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete in respect to this survey.

Vessel in dry dock at Robins D.D. & Repair Co., Brooklyn, N.Y., to ascertain the nature and extent of damage stated have been caused through vessel grounding in the Guadalaquiver River Dec. 6, 1941, while on voyage from ville to Philadelphia. For further particulars please see log books and protest.

Now Done:— Tail shaft drawn in, shaft, stern tube and fastenings examined. Good. Two nuts and one nd loose on one propeller blade. Blade removed, stud renewed and blade replaced. All nuts hardened up. l leading edges of blades broken and several small fractures. Fractures plugged, weed out and brazed, rken edges brazed and all dressed up. Propeller replaced, shaft coupled up and stern tube repacked.

S.R.:— Ballast Pump, water end renewed. O.F. tested and examined. Good. This may now be deleted from S.R. Chief Eng. stated boiler survey made at Bilbao July, 1941

Wear and tear:— Sea and skin valves (except boiler blow) opened, ground, chests and strainers cleaned.

eral Observations, Opinion, and Recommendation:—

tate 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 ✱LMC 140 lb., F.D., &c.) CS 3,34,

The machinery of the vessel is eligable, in my opinion, to remain as classed with free record of +S(CL) 6.42

Fee (per Section 29) £ : : Fees applied for Jan 19 1942

l Damage or Repair Fee (if any) £ $30.00 (per Section 29.)

lling expenses (if chargeable) £ : : Received by me, ... 19

J. B. Carey.
Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK FEB 4 1942

nmittee's Minute

igned As now

T. S. 1. 42.

Insert Character of Ship and Machinery precisely as in the Register Book

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

41

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IX200-00069

Noted

now Sunk by torpedo.

DM

5/5/42

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