

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

No. 2293

(Received at London Office 8 APR 1943)

of writing Report 8-3-43 When handed in at Local Office 19 Port of Curacao, N.W. I
 Survey held at Willemstad, Curacao, N.W. I Date, First Survey Last Survey 5-3-1943
 on the Machinery of the Wood, Iron or Steel T.S.S. ROSALIA (No. of Visits 7)

Gross 3177 Vessel built at Haverton Mill-on-Tees By whom Furness S.B. Co. Ltd. When 1932
 Net 1557 Engines made at Newcastle By whom Richardson, Westgarth & Co. Ltd. When 1932
 366 Boilers, when made (Main) 1932 (Donkey)
 Main Boilers 2 WT Owners N.V. Curacache Scheep. Maats. Owners' Address (if not already recorded in Appendix to Register Book.)
 Donkey Boilers 1 WT Managers Port Willemstad Voyage
 Boilers 120 H If Surveyed Afloat or in Dry Dock (State name of Dock.)
 Key Boilers

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 8.42		+LMC 4.30
B.S. 9.11, B.M.S. 9.11		B.S. 8.42
Carrying Passen. in Bulk.		e.l. 8.42
Fitted for oil fuel 4.50 F.P. above 150 °C		W.T.B.

Report No. Port
 Particulars of Examination and Repairs (if any)

Special 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 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

Has 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?

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

Were parts of the Boilers not done, state for what reasons?

Were special means, in the absence of internal examination, adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler?

What was the date of internal examination of each boiler?

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

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? 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 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.

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?

What was the result 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.

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

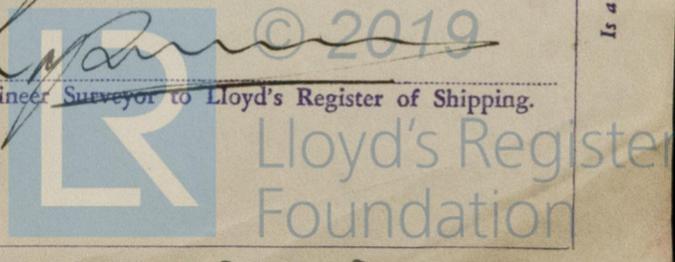
Placed in dry dock, propellers & outside fastenings examined & found satisfactory.

Observations, Opinion, and Recommendation:— *The machinery of this vessel, after 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, *LMC. 9.11, or *LMC CS 3,34, 140 lb., F.D., &c.)*
... is eligible in my opinion to remain as classed without fresh

per Section 29) £ : : Fees applied for
 Charge or Repair Fee (if any) £ : : 19
 (per Section 29.) Received by me,
 Expenses (if chargeable) £ : : 19

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Meeting's Minute
 d. *As now*



W213-0113

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

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

S.S. Leo, 1 dec 4.42 barely
held 8.42, not advanced.

It is submitted that this
vessel WILL BE eligible
for the record, + LMC 8.42
on completion.

pl
28/4/43.



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Lloyd's Register
Foundation

Boiler for repairs to 'Leo' of Liverpool and Boilers