

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

(Received at London Office)

30 SEP 1941

Date of writing Report August 7th. 1941 When handed in at Local Office August 7th. 1941 Port of San Nicholas, Aruba, N.W.I.

Survey held at San Nicholas, Aruba, N.W.I. Date First Survey Aug 14 Last Survey Aug 5 1941 (No. of Visits 1)

on the Machinery of the T.S.S. "SAN NICOLAS"

Age Gross 2391 Net 1239 Vessel built at Belfast By whom Harland & Wolff, Ltd. When 1926-5  
Engines made at Belfast By whom Harland & Wolff, Ltd. When 1926  
Boilers, when made (Main) 1926 (Donkey) /  
Owners Lago Shipping Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers R.A. Carder Port London Voyage Coasting  
If Surveyed Afloat or in Dry Dock Drydock (State name of Dock.) Marine Railway

Particulars of Examination and Repairs (if any) S.A. 04.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Is 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

Was this not done, 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?

What was the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Is the screw shaft now been drawn and examined?

Is the shaft now been changed? If so, state reasons

Is the shaft now fitted been previously used?

State date of examination of Screw Shaft

Engine parts, when referred to by numbers, should be counted from forward.

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?

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

Complete  
While the vessel was in the Marine Railway the fastenings of the Propellers, the Stem tubes and Sea valves were examined & found in order.

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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Recommendation for the Machinery of this vessel be continued as now classed with-out fresh record of Survey

Survey Fee (per Section 29) £ : ✓ : Fees applied for 19.  
Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓ : Received by me, 19.  
Travelling expenses (if chargeable) £ : ✓ : 19.

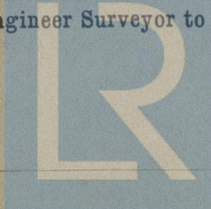
TUE. 21 OCT 1941

Committee's Minute

Assigned As now

Signature of Engineer Surveyor

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W214-0219



It is submitted that  
this vessel is eligible to  
remain as **CLASSED**

*Thuo*

17.10.41



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