

Port of Aruba, N.W.I.

Continuation of Report No. 552

dated 24th August, 1944 on the

T.S.S. "PUNTA GORDA"

Repairs effected:-

Rudder head bearing remetalled and adjusted.

Starbd screwshaft liners renewed.

Starbd "A" bracket bushes rewooded.

Port and starbd thrust block steels reriveted.

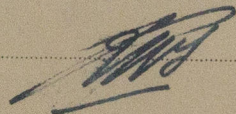
Port engine MP piston, junk ring, and carrier rings machined and new piston rings fitted.

Ballast pump, ridges removed from water end liner and bucket grooves machined and new rings fitted.

Port and starbd dymame engines, piston rods and valve spindles renewed, neck and gland bushes to suit. Top end bushes renewed and bottom end bearings remetalled.

Windlass, top end bushes renewed. Whipping shaft straightened and bearings adjusted.

Other minor repairs effected.



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Lloyd's Register
Foundation

W057-0170(112)

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

(Received at London Office

73 OCT 1944)

Date of writing Report 24th August, 1944 When handed in at Local Office 24th August, 1944 Port of Aruba, N.W.I.

No. in Survey held at San Nicholas Date, First Survey 2nd Aug. Last Survey 10th August, 1944

Book 1694 on the Machinery of the Wood T.S.S. "PUNTA GORDA" (No. of Visits 3)

Gross 2395 Vessel built at Belfast By whom Harland & Wolff When 1928 5

Net 1214 Engines made at Glasgow By whom Harland & Wolff When 1928 5

Nominal 196 Boilers, when made (Main) 1928 5 (Donkey) -

of Main Boilers 2 Owners Lago Shipping Co., Ltd. Owners' Address -

of Donkey Boilers 1 Managers R.A. Carder Port London Voyage -

Main Boilers 180 lbs Main Boilers 180 lbs

Donkey Boilers 180 lbs

Surveyed in Dry Dock Marine Railway, San Nicholas

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

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

Radical Surveys, when held, must be reported in detail and serially 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

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

des 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.

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.

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

The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey "

was 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?

Test date of internal examination of each boiler 7th August, 1944 Present condition of funnel Efficient

Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs sq.in.

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? yes, 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? yes, and of the Donkey Boilers? -

Screw 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? -

Screw shaft now been changed? - If so, state reasons -

Screw 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? -

Date of examination of Screw Shaft 8th Aug 44 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 8 close fit.

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

The Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Remarks:-

on Marine Railway.

Boilers, stern tube, "A" bracket and outside fastenings examined.

Screw shaft 1/8", Starbd 1/8".

Screw shaft drawn and examined. Liners found worn.

Screw shaft examined in their entirety together with safety valves and principal mountings, all found or

in good order.

Accessories tested under working conditions, valves and control gear satisfactory, fuel oil pipes

Joints examined and joints tight.

Screw shaft examined under steam and safety valves adjusted to above stated pressure.

General Observations, Opinion, and Recommendation:-

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.S.M.S. 9.11, *L.M.C. 9.11, or

*L.M.C. 140 lb., F.D., &c.)

CS 334, of this vessel, so far as now seen, is in an efficient and safe working condition, and

e, in my opinion, to remain as classed with fresh record of B.S. 8.11 and Starbd T.S. 8.11.

per Section 29) B.S. Fls. 110.00 Fees applied for

T.S. Fls. 30.00 24 Aug. 1944

(per Section 29.)

Expenses (if chargeable) Fls. : 3.00 Received by me,

19 /

Committee's Minute TUES. 7 NOV 1944

d BS 8.44

S(S) 8.44

Lloyd's Register

Foundation

257-0170(212)

Boilers has engine to repair of Survey for Report of Survey to Report

1. The vessel is a Steamship of the United States flag, and is engaged in the service of passenger and cargo. The vessel is owned by the United States Government and is operated by the United States Navy. The vessel is currently under the command of Commander John D. Smith.

2. The vessel is currently in the service of the United States Navy and is engaged in the service of passenger and cargo. The vessel is currently under the command of Commander John D. Smith.

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BS due 10.44 held & started Screw Shaft examined

It is submitted that this vessel is eligible for THE RECORD BS. 8.44 Starb S. 8.44

Roll 30/10/44