

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.

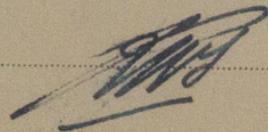
Port engine MP piston, junk ring, and carrier rings machined and new piston rings fitted.

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

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

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

Other minor repairs effected.



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Foundation

W057-0170(112)

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

(Received at London Office 23 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
 on the Machinery of the Wooden Steel 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 Power 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 Pressure -
 Donkey Boilers -
 Surveyed At 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.

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned none expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 A1 12.12.10.43.</u>		<u>+LMC</u>
<u>ss Aru. No. 3-1.11</u>		<u>MS 7.10</u>
<u>Carrying petrol</u>		<u>BS 4.12.10.43.</u>
<u>alum in bulk.</u>		<u>CL</u>
<u>Fitted for oil</u>		<u>P 10.43.</u>
<u>fuel 5.28 F.P.</u>		<u>11.12</u>
<u>above 150°F.</u>		<u>S11.12</u>

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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.

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

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

Were any parts of the Boilers not 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? 7th August, 1944 Present condition of funnel? Efficient

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

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

Has the 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? -

Has the screw shaft now been changed? - If so, state reasons -

Has the 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? -

What was the distance between lignum vitae or bearing metal of stern bush and top of after bearing 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 3 close fit.

When engine 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? -

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

Is the survey 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.

Starboard Port 1/8", Starboard 1/4".

screw shaft drawn and examined. Liners found worn.

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

in good order.

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

examined and joints tight.

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

General Observations, Opinion, and Recommendation:—

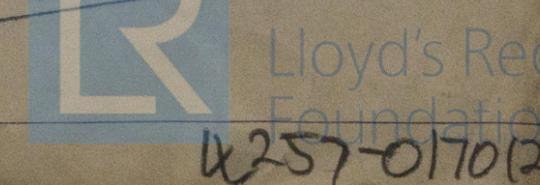
Clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, *L.M.C. 9.11, or *L.M.C. 140 lb., F.D., &c.)

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

in my opinion, to remain as classed with fresh record of B.S. 8.11 and Starboard 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, 19/4
 TUES. 7 NOV 1944
BS 8.44
S(S) 8.44

Robert H. Strachan
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

and refastened
 afterwards

per Section 29)
 Expenses (if chargeable)

W257-0170(2)2

