

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

(Received at London Office 24 JUN 1942)

Date of writing Report 20th May 1942 When handed in at Local Office 22: 7: 42 Port of Glasgow

Survey held at Glasgow Date. First Survey 1: 6: 42 Last Survey 9: 6: 1942 (No. of Visits 3)

162 on the Machinery of the Wood, Iron or Steel MV "LA CAROLLERA"

Gross 5185 Net 3050 Vessel built at Sunderland By whom Wm Doxford & Sons Ltd When 1940 3

Engines made at Sunderland By whom Wm Doxford & Sons Ltd When 1940

Boilers, when made (Main) (Donkey) 1940

Owners Rurus Markes Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Yorkhill Basin & Govan Dry Dock

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

st Report No. 552 Port L.A. Particulars of Examination and Repairs (if any) Docking & CS.

Medical 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 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.

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 go inside each Donkey Boiler separately and make a thorough examination at this time?

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

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?

Latest 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 screw 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?

Date 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.

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?

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

WORK DONE:-

Vessel placed in dry dock, propeller, after end of stern tube, underwater sea connections and their outside fastenings examined and found in good working order.

REPAIRS:- Stern gland cracked below joint now repaired. A new gland has been placed on order and arrangements made with Owners Representative to have gland fitted at the first opportunity.

CS:- No 1 main Engine cylinder, liner, pistons, transverse beams, valves and valve gears, fore and aft side rod pins and brasses examined and found in good working order.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good working order and eligible in my opinion to remain as classed with fresh record of + LME CS.

with date on completion of the Survey subject to stern tube gland being fitted at the first opportunity.

Far as now seen is in safe working condition and eligible in my opinion to remain as classed with fresh record of + LME CS.

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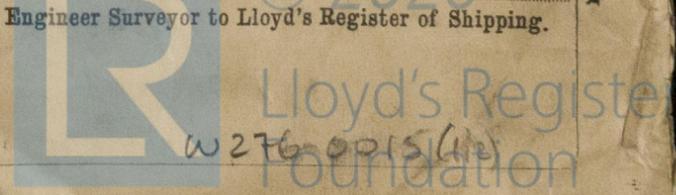
Insert Character of Ship and Machinery precisely as in the Register Book

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

Fee (per Section 29) £ NIL Fees applied for 19 Received by me, 19

Committee's Minute GLASGOW 23 JUN 1942 Signed As now Subject

M.P. Gibbeson & G. E. Murdoch Engineer Surveyor to Lloyd's Register of Shipping.



Port of *Glasgow*

Continuation of Report No. *65664* dated *20th May 1942* on the

MV. "LA CORDILLERA"

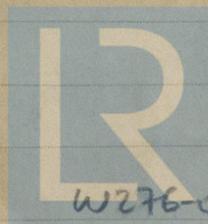
For CS. (cont.) :-

found or placed in good order.

Steering engine opened up, examined and found in good order.

REPAIRS:- A few minor repairs effected.

J. P. Gibbeson



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Foundation

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