

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

(Received at London Office

5 DEC 1942

Date of writing Report 17th October 1942. When handed in at Local Office 19 Port of CAPE TOWN.
 No. in Reg. Book 27162 Survey held at CAPE TOWN. Date, First Survey AND Last Survey 14th October 1942. (No. of Visits ONE)
 on the Machinery of the Wood, Iron or Steel M. V. "LA CORDILLERA"
 Tonnage { Gross 5185 Vessel built at Sunderland By whom Wm. Donford & Sons, Ltd. Year 1940 Month 3
 Net 3050 Engines made at Do By whom Do When 1940
 Nominal Horse Power 687 Boilers, when made (Main) ✓ (Donkey) 1940
 No. of Main Boilers ✓ Owners Buriers Markes, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers Do Port London Voyage ✓
 Steam Pressure In Main Boilers ✓ If Surveyed Afloat in Dry Dock yes (State Name of Dock.)
 In Donkey Boilers 120 lb.

Particulars of Classification (which must be inserted precisely as in Register Book and 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)
<u>+ 100 A1 with</u> <u>std. 4.1, 6, 42</u>		<u>+ L.M.C. 340</u> <u>C.L.</u> <u>Tonnage opening closed 4.1 (W.E.)</u>

Last Report No. 65664 Port glsParticulars of Examination and Repairs (if any) Examination of Piston.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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 ✓

Was 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?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 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 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? ✓

State 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?

If so, 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 Complete.

It was reported, by the Chief Engineer, that during the present voyage two main engine upper pistons had developed fractures. One piston had been changed at Port Said and on arrival at Cape Town, from Port Said, on 11th October 1942, whilst manœuvring it was noticed that N°3 upper piston was defective.

On visiting the ship it was found that the defective piston had been changed and it was stated that a new spare piston had been fitted. Examination of the defective piston revealed 2 fractures at the upper edge of the top groove, one running circumferentially for about 7" and the other for about 2".

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel

(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, etc.; 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., etc.)

is eligible, in my opinion, to remain as classed without fresh record of survey.

Exam: of Piston

Survey Fee (per Section 29) £ 3 3 0Special Damage or Repair Fee (if any) (per Section 29.) £Travelling expenses, (if chargeable) £ 5 6

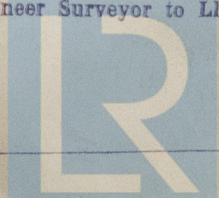
Committee's Minute

Assigned

TUE 22 DEC 1942

Fees applied for
14/10/1942
Received by me,
19

T. H. Noel
acty. Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W276-0018

2 main upper sections renewed.

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

Vessel reported sunk.

L.Y.
✓
18/12/22.



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