REC'D NEW YORK AUG 1 1940

WREK SECTION

Rpt. 9.

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

No. 1926

RETAIN

(Received at London Office AUG 21 1940)

Date of writing Report July 24th. 1940 When handed in at Local Office ..... 19.. Port of Curacao. N.W.I.

No. in Reg. Book. ~~12680~~ 2587 Survey held at Willemstad, Curacao. N.W.I. Date, First Survey and Last Survey 23-7-1940 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel T.S.M.V. "CONCH"

Tonnage { Gross 8376 / Net 4953

Indicated Horse Power 877

Main Boilers —

Donkey Boilers 2

Pressure—Main Boilers ✓

Donkey Boilers 150 lb

Vessel built at Glasgow By whom Harland & Wolff, Ld When Year 1931 Month 12

Engines made at Glasgow By whom Harland & Wolff Ld When 1931

Boilers, when made (Main) (Donkey) 1931

Owners Anglo-Saxon Petroleum Co Ld Owners' Address — (if not already recorded in Appendix to Register Book.)

Managers " " " " " Port London Voyage —

If Surveyed Afloat ~~or in Dry Dock~~ (State name of Dock.) Caracao Harbour.

Report No. 21016 Port Grk

Particulars of Examination and Repairs (if any) Damage.

Local Surveys, when held, must be reported in detail and seriatim 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 t of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and 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.

age cases where the Surveyor has not made a special damage report he is required to state whether he red his services for this purpose, and why they were declined report a Wrecked.

damage report made by anyone else? If so, by whom? no.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

" Donkey " " " no

as not done, state for what reasons? ✓

t parts of the Boilers could not be thus thoroughly examined? ✓

t special means, in the absence of internal examination, were adopted by the er to assure himself of the thorough efficiency of those parts of each Boiler? ✓

st date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

urveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

urveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

urveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

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? ✓

now been changed? ✓ If so, state reasons ✓

haft 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? ✓

of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

ine 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? ✓

sulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? ✓

rey is not complete, state what arrangements have been made for its completion and what remains to be done

y an account of fractured No3 Athd. piston rod, occured 10th July 1940 whilst on e from U.K. to Curacao R.W.I.

- Athd. No3 cylinder liner, cover, valves & gear, piston & rod, crosshead, top ends, guides, ching rod examined and found piston rod fractured across oil holes & piston upper edges thy burred. The piston & rod have now been replaced by spares and the piston is d on board for further examination & testing.

The above items have been recorded for part of the continuous survey & certificates B.1 (C.S) has been issued.

Particulars of Classification (which must be inserted precisely as in Register Book & 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).
✠100A1 4,40		✠LMC C54,40
SS Bkn. No 2 -40		8,39
		D.B.S. 8,39
Carrying Petroleum in Bulk.		C.L. 3,40

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

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

u Observations, Opinion, and Recommendation:— The machinery of this vessel

(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 LMC 140 lb., F.D., &c.) CS 3,34,)

w seen is eligible in my opinion to remain as classed with fresh of ✠LMC.(CS) with date when the survey has been completed.

per Section 29) Damage £25 50: 00

mage or Repair Fee (if any) ..... £ :
(per Section 29.)

expenses (if chargeable) ..... ~~£25~~ 5: 00

Fees applied for 23-7-1940

Received by me, ... 19..

W T Chapman
Engineer Surveyor to Lloyd's Register of Shipping.

ittee's Minute FRI. 30 AUG 1940

ed C. As now

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