

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

(Received at London Office 20 JUL 1942)

Date of writing Report 22nd June, 1942 When handed in at Local Office 23rd June, 1942 Port of Baltimore, Maryland

No. in Reg. Book 30317 Survey held at Baltimore, Maryland Date, First Survey 1st April Last Survey 11th April 1942 (No. of Visits 3)

on the Machinery of the Wood Iron or Steel M. V. "ABRIAGA" (ex "PETROHEAT") Year. Month. 1940 3

Tonnage { Gross 2469 Vessel built at Rochester, N. Y. By whom Dolomite-Marine Corp. When 1940 3
Net 1880 Engines made at Auburn, N. Y. By whom American Locomotive Co. When 1940

Nominal Horse Power 245 NHP Boilers, when made (Main) (Donkey) 1940

No. of Main Boilers - Owners Lago Petroleum Corp. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 DB Managers - Port Panama, R. P. Voyage -

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Maryland Drydock Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 184 lbs. Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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. **Not Required**

Was a damage report made by anyone else? If so, by whom? **London Salvage Association**

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

" " Donkey " " " -

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? **Yes** Is it fitted with continuous liner? **No** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? }

Has shaft now been changed? **Yes** If so, state reasons **Shaft fractured at inboard end of propeller cone.**

Has the shaft now fitted been previously used? **No** Has it a continuous liner? **No** 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 **2nd Apr. 42** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **P 1/16" S Close**

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.**

Damage stated to have been sustained through striking submerged object, time and place unknown.

Vessel placed on dry dock.

Found:- The tips of starboard propellers set over.

Starboard tailshaft cracked at large end of taper

Starboard stern bush lower half loose.

Now Done:- Starboard stern bush refastened and rewooded, spare new tailshaft having separate liners in stern tube marked LLOYD'S 7149 - J K H - 2-26-41 fitted, also spare used bronze propeller marked (Lloyd's test G.T. 242

20 - 12 - 39 4 - 1 - 40) fitted, the removed propeller faired and placed on board as spare.

Sea valves opened, examined and closed in good order.

A fabricated steel sea chest of larger area fitted to replace the original chest. (P.T.O.)

General Observations, Opinion, and Recommendation:-

(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, &c.; thus, for example, B.S. 9,11, B.G.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 good and safe condition and eligible in my opinion to remain as classed with record of Starboard Tailshaft Seen (T.S.) 4,42

Survey Fee (per Section 29) T.S. £ 20.00: Fees applied for May 19, 1942

Special Damage or Repair Fee (if any) £ 40.00: (per Section 29.) Late Fee 10.00 Received by me, May 28, 1942

Travelling expenses (if chargeable) £ 4.50: Engineer Surveyor to Lloyd's Register of Shipping.

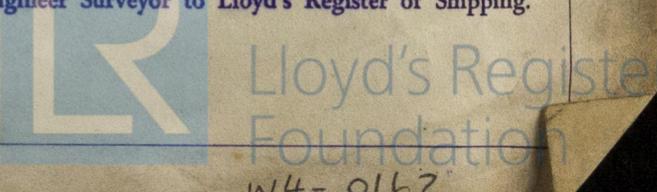
Committee's Minute NEW YORK JUL 1 1942

Assigned as usual J. T. N. 4,42

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)
* 100 A1 9,41		LMC 3,40
		TS p 5,41
		s 5,41 C
Carrying Petroleum in bulk		
For Service on the Great Lakes & Coast		
wise from Eastport, Me. to the West		
Indies		

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

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



W4-0162

