

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

(Received at London Office)

1111-8-10-10

Date of writing Report 4-6-1940 When handed in at Local Office 19

Port of Curacao, N.W.I.

No. in Reg. Book. Survey held at Willemstad, Curacao N.W.I. Date, First Survey 27-5-40 Last Survey 3-6-1940  
28441 on the Machinery of the Wood, Iron or Steel T.S.S. "LETICIA" (No. of Visits 7)Tonnage } Gross 2580  
Net 1116

Vessel built at Monfalcone By whom Cand. Nav. Liestino

When 1918

Nominal Horse Power 236

Engines made at Rotterdam

By whom Rotterdam D.D. Co.

When 1918

No. of Main Boilers 2

Boilers, when made (Main) 1920

(Donkey)

No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 180 lb.

Owners H.V. Curacao'sche Scheepv. Maats

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

Port Willemstad Voyage

in Donkey Boilers

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

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

Last Report No.

Port

Dochting

Particulars of Examination and Repairs (if any) B.L. &amp; Lang. R.N.I.

-100A1 11,39  
S.S. Co. N°2 - 36

Machinery and Boiler Surveys (including date of N.B., if any).

+ LMC 3,36

B.S. 5, 39

C.L.

P.N. 5, 39

S. 5, 39

(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?

" " " " " "

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 these parts of each Boiler?

State latest date of internal examination of each boiler 31-5-40.

Present condition of funnel

Good.

Did the Surveyor examine the Safety Valves of the Main Boiler?

yes

To what pressure were they afterwards adjusted under steam?

180 L/P.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

yes

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?

yes

Did the Surveyor examine the drain plugs of the Main Boilers?

no

, and of the Donkey Boilers?

yes

Did the Surveyor examine all the mountings of the Main Boilers?

yes

, and of the Donkey Boilers?

yes

Has screw shaft now been drawn and examined?

no

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?

yes

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

5.2.183

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

Is electric light and/or power fitted?

yes.

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

yes.

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

yes.

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

Complete.

Vessel placed in dry dock, propellers outside fastenings with sea connections examined, propellers then replaced with spare. - Thanks noted.

The boilers examined throughout with mountings, doors & fastenings & found satisfactory, minor repairs to mountings effected; afterwards examined under steam & the safety valves adjusted to 180 L/P. The oil burning arrangements tried under working conditions & found in order & the steam smothering installation found satisfactory.

The following items examined & placed in good order: - P.S. H.P. & I.P. cylinders, pistons, valves & chambers, P.S. L.P. valves & chamber, condenser, circulating pump & engine, attached bilge & sanitary pumps, general service & ballast pumps, pumping

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.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is now seen is eligible in my opinion to remain as classed with fresh record of B.S. 540 and L.M.C. (178) with date.

Survey Fee (per Section 20) Comp. M.L. No. 206:25  
Special Damage or Repair Fee (if any) B.L. No. 110:25  
Travelling expenses (if chargeable) £

Fees applied for

3-6-1940

Received by me,

19

W.F. Chapman  
Engineer Surveyor to Lloyd's Register of Shipping.

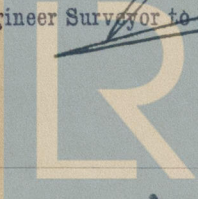
Committee's Minute

19 JUL 1940

Assigned

+ L.M.C. No. 5:39

B.L. 6:40



Lloyd's Register

W 410-0081/12

Is a Certificate required? If so, to be sent to Curacao's Office



## T. S. S. "LETICIA"

fan engines, electric generator & installation in engine room  
and steam pipes removed & tested to 2 W.P.

Repairs:-

No. 1. H.P. valve chambers machined & new rings fitted.

Condenser after water end repaired by bolted plate where fractured.

Other minor repairs effected.

W H

RETAIN

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