Rpt. 9

WRECK BAY No.

No. 1675

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

(Received at London Office DEC 28 1939)

Date of writing Report Nov 28th 1939 When handed in at Local Office Nov 28th 1939 Port of Balboa, C.Z.

No. in Reg. Book. 23817 Survey held at Balboa C.Z. Date, First Survey Nov 24 Last Survey Nov 27 1939 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or~~ Steel S/S El Aso

REPAIRS

Tonnage { Gross 7267 / Net 4267

Nominal Horse Power 678

No. of Main Boilers 3

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180 lbs

in Donkey Boilers ✓

Vessel built at Newcastle By whom Armstrong Whitworth & Co. Ld When (Year) 1921 (Month) 9

Engines made at " By whom " " When "

Boilers, when made (Main) (Donkey)

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

Managers C. T. Bowring & Co. Ld Port London Voyage

Surveyed Afloat ~~or in Dry Dock~~ Pier Y Balboa C.Z. (State name of Dock.)

Last Report No. 113390 Port Lo

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 antipated now expired. | Machinery and Boiler Surveys (including date of N.B.) |
|---|---|---|
| +100 A1. 8-39 | | +LMC. 7-37 |
| S.S. Fal. No 3. 2-34 | | B.S. 8-39 |
| S.S. Bkn No 1 - 38 | | C.L. 7-37 |
| Carrying petroleum in bulk | | |
| fitted for oil fuel 9-21 F Palow 150° F | | |

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

Particulars of Examination and Repairs (if any) Mach repairs

(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 ✓

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? ✓

" " Donkey " " " ✓

If this was not done, state for what reasons? not submitted Pitted plate C2 (P.S.) specially to examine next docking

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 vitæ 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? Yes

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 at this time for repairs to the forward evaporator shell becoming holed due to wear & tear, to the cleaning of Starb side fuel oil heater coils, found plugged, and to the reconditioning of the after vertical duplex general service pump.

Owners Repairs— Two copper patches of 3/16" material were fitted over the two holes & attached by screws, as a temporary repair & tested satisfactory to 35 lbs per sq. inch, the safety valve & spring was overhauled & set to 20 lbs. The Starb side oil fuel heater coils were removed to shop & cleared of obstructions & coils tested tight & replaced. The after duplex service pump was opened & water chambers made parallel, & new bucket rings installed, the valve gear was reworked & pump made to work in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to remain as now classed without fresh record. Subject to forward evaporator shell being further surveyed for thickness & permanent repairs being effected or shell renewed as found necessary on vessels arrival at her home port from this voyage

(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.&M.S. 9,11, ✱LMC. 9,11, or ✱LMC 140 lb., F.D., &c.) CS 3,34,

Survey Fee (per Section 29) £ :

Special ~~Damage or~~ Repair Fee (if any) (per Section 29.) $70.00 :

Travelling expenses (if chargeable) & Sunday fee $12.00 :

Fees applied for 27-11-1939

Received by me, 19

M Dickson

Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK DEC 6 1939

Committee's Minute

Assigned As now subject

418-0011

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