

No. of Donkey Boilers
Steam Pressure—
in Main Boilers

Managers

Surveyed, ~~At~~ in Dry Dock

Port Willenstad

Particulars of Cla

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repair

COPY

In damage cases where the Surveyor has not made a special damage report to be inserted 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 and make a thorough examination of this time?

WILLEMSTAD, CURACAO, D.W.I.

Do. " Donkey "

If this was not done, state for what reasons?

April 3rd, 1930.

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?

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

To what pressure were they afterwards adjusted?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the ~~XXXXXXXX~~ Main Boilers?

T.S.S. "LUCKECIA",

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

2584 Gross Tons, of Willenstad, in part,

Has screw shaft now been drawn and examined? If so, is it fitted with continuous liner?

Is an approved appliance fitted to the shaft to prevent it being

Has shaft now been changed? If so, state reasons?

Has the shaft now tried been previously used?

Has it a continuous liner?

Is an approved appliance fitted to the shaft to prevent it being efficient

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

The vessel placed in dry dock, the fastenings of the stern tubes examined and found in order

NOW DONE: Both propellers removed & examined and found good. Tail shaft drawn and after bearing sections of lower found good removed to machine shop and Starboard Tail Shaft Seen 3,30, shaft examined & found good. A new section of lower 50 ft. welded at junction for full depth shaft skinned & rekeyed. Lubricating apparatus on both shafts overhauled & all done

General Observations, Opinion, and Recommendation: The machinery

(State clearly what attention, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, and any alteration required to be made in the records of the vessel's machinery, hull, working pressures, &c. thus, for example, "See 12, 13, &c.")

so far as seen, is now in efficient condition and eligible to remain so classed with Good record of Starboard Tail

Alexander Common



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Survey Fee (percentage—see Special)

Special Damage or Repair Fee (if any) (per Section 25.)

Travelling Expenses (if chargeable)

Committee's Minute