

NEW YORK APR 17 1930

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

23 APR 1930

(Received at London Office)

Date of writing Report 3rd April 1930 When handed in at Local Office Port of Willemstad Curacao DWI

No. in Reg. Book. 27096 Survey held at Curacao Date, First Survey 27th March Last Survey 28th March 1930
(No. of Visits Two)

Tonnage { Gross 2584 Net 1119 Vessel built at Monsalcom By whom Capt. Max. Triestino When 1928-7 mo
Engines made at Rotterdam By whom Rotterdamsche D.D. Co. When 1928
Nominal Horse Power 236 Boilers, when made (Main) 1928 (Donkey) -
No. of Main Boilers 2 Owners Curacaosche Schep. Maats Owners' Address Port Willemstad Voyage Coasting
No. of Donkey Boilers 1 Managers Juliana
Steam Pressure in Main Boilers 180 lbs. Surveyed ~~in~~ in Dry Dock (State name of Dock.) Juliana
in Donkey Boilers 1

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Docking + S.T.S.

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.

CHARACTER, Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 with Starboard 9,29 Carrying Petroleum in bulk Filter for oil fuel 7,28 F.P. above 150°F		+LMC 7,28 CL S.T.S. sun 9,29

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? No

Do. " Donkey " " " ✓

If this was not done, state for what reasons? Not due

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 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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Starboard Only 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 both

Has shaft now been changed? No 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Port T.S. 18 3/32" Starboard bushes rewooded.

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

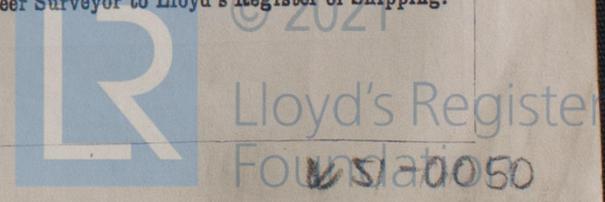
The vessel placed in dry dock, the fastenings of the stern tubes and sea connections examined and found in order
NOW DONE - Both propellers removed & examined and found in order. Starboard tail shaft drawn and after bearing section of liner found grooved. This shaft removed to machine shop and affected section of liner machined off, and bare shaft examined & found good. A new section of liner 50 inches long struck on & welded at junction for full depth. Shaft skimmed up & replaced. Mark LLOYDS HK 7859 JS 5-4-28
Lubricating apparatus on both shafts overhauled & all closed up in order.

See ship report

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as seen, is now in efficient condition and eligible, in my opinion, to remain as classed with fresh record of Starboard Tail Shaft Sun 3-30
(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, or L.M.C. 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 26) Special £76:30:00 Fees applied for 3rd April 1930
Special Damage or Repair Fee (if any) (per Section 28.) £
Travelling Expenses (if chargeable) £
Committee's Minute _____
Assigned As now

Received by me, Alexander Conner
Engineer Surveyor to Lloyd's Register of Shipping.



If so, in the report sent now, or when what is sent?

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

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

