

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

Date of writing Report May 21st 1937 When handed in at Local Office May 21st 1937 Port of Willemstad, Curacao, N.W.I.
 No. in Reg. Book 77132 Survey held at San Nicholas, Curacao, N.W.I. Date, First Survey May 9th Last Survey May 15th 1937
 on the Machinery of the T.S.S. "INVERCORRIE" (No. of Visits Six)
 Tonnage Gross 1126 Vessel built at West Hartlepool By whom W. Gray & Co. Ltd. When 1918-5
 Net 509 Engines made at Glasgow By whom McKie & Baxter When 1923
 Nominal Horse Power 82 Boilers, when made (Main) 1923 (Donkey) ✓
 No. of Main Boilers 2 Owners Lago Petroleum Corp. Owners' Address ✓
 No. of Donkey Boilers ✓ Managers " " " (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers 180 lbs. Port Marseilles Voyage Coasting
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Drydock
 (State name of Dock.) Marine Railway

Last Report No. 1117 Port Curacao, N.W.I.Particulars of Examination and Repairs (if any) Nil B.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.

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? Yes" " 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 May 11th 1937Did the Surveyor examine the Safety Valves of the Main Boiler? YesDid the Surveyor examine the Safety Valves of Donkey Boiler? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YesDid the Surveyor examine the drain plugs of the Main Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? YesHas screw shaft now been drawn and examined? NoIs 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft Pos 1/16"

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

Is electric light and/or power fitted? YesIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

While the vessel was on the Marine Railway, the fastenings of the propellers, the stem tubes and sea valves were examined & found in order.

Done for B.S. - The two main boilers together with all mountings examined internally & externally all found in order & now placed in order. The boilers afterwards examined under steam & their safety valves adjusted to a working pressure of 180 lbs per square inch.

Done for repairs: - The Starboard Main Condenser re-tubes throughout & started found in order.

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.M.S. 9, 11, & L.M.C. 9, 11, or

✓ L.M.C. 140 lb. F.D., &c.
CS 3, 34.

Recommend for the machinery of this vessel be continued as now classed & have a fresh record of B.S. 5.37.

Survey Fee (per Section 29) B.S. £ 110.00

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for May 21st 1937
Received by me, 19

Forer Little for J.S. McManus
Acting Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 29 JUN 1937Assigned B.S. 5.37

RECEIVED
LLOYD'S REGISTER
OF SHIPPING

Lloyd's Register
of Shipping
Foundation

Cheld
A condenser re-tubed

It is submitted that
this vessel is eligible for
THE RECORD.

BS-57

SA
17/6/37



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Foundation