

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

(Received at London Office)

JUN 14 1937

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 Anso, 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 McLure & 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 1 Managers " Port Marseilles Voyage Coasting
 Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Drydock
 in Donkey Boilers (State name of Dock) Marie 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 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

Did the Surveyor personally go inside each Donkey 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 those parts of each Boiler?

State latest date of internal examination of each boiler May 11th 1937

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs / 10"

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? Yes, and of the Donkey Boilers?

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? Yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No 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 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? Yes

If 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 Marie Railway, the fastenings of the propellers, the stem tubes etc 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 etc 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:—

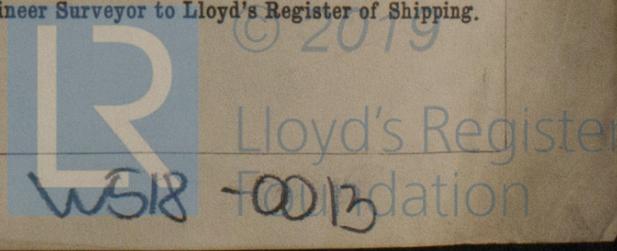
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb. F.D., &c. CS 3,34.)
Recommend that the machinery of this vessel be continued as now classed save a fresh record of B.S. 5.37.

Survey Fee (per Section 29)	<u>B.S.</u>	£ <u>110⁰⁰</u>	Fees applied for <u>May 21st 1937</u> Received by me, _____ 19 <u>37</u>
Special Damage or Repair Fee (if any) (per Section 29.)		£ : : :	
Travelling expenses (if chargeable)		£ : : :	

Committee's Minute TUE 29 JUN 1937

Assigned B.S. 5.37

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



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

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

Oh held
A condenser re-tubed

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

BSA-57

BSA
17/6/37

Secretary of the Admiralty, London

[Faint, mostly illegible handwritten text, likely a technical report or log entry.]



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