

REC'D NEW YORK JUN 28 1948

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

116 JUL 1948)

Date of writing Report 25th May 1948

When handed in at Local Office

Port of Aruba, N.W.I.

No. in Survey held at Aruba, N.W.I.

Date. First Survey 20th May Last Survey 21st May 1948

22399 on the Machinery of the ~~Wood~~ Steel SS "DEAN EMERY"

(No. of Visits 2)

Gross 666h Vessel built at Chester, Pa. By whom Sun S.B. Co. Year 1919 Month 11  
 Net 1118 Engines made at Chester, Pa. By whom Sun S.B. Co. When 1919 11  
 Nominal 612MN Boilers, when made (Main) 1919 (Donkey) When 1919 11  
 of Main Boilers 3 Owners Panama Transport Co. Managers  
 of Donkey Boilers 1 Owners' Address (if not already recorded in Appendix to Register Book.)  
 Steam Pressure 190lbs Port Panama Voyage  
 in Main Boilers 190lbs If Surveyed Afloat or in Dry Dock Afloat  
 in Donkey Boilers (State name of Dock.) San Nicolaas Harbour

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 assigned how expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
+100A1. 12, 17		+LMC, 12, 17
Examined 11, 16		TS, 12, 17 CL
SS. 12, 17 J.R.		
Carrying petroleum in bulk.		
Fitted for oil fuel 11, 19		
F.P. above 150° F.		

Particulars of Examination and Repairs (if any) Boiler repair

Medical Surveys, when held, must be reported in detail and serialim 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.

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? Donkey

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Donkey

What parts of the Boilers could not be thus thoroughly examined? at 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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the screw bush Is electric light and/or power fitted? 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? Engine parts, when referred to by numbers, should be counted from forward.

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done. Vessel afloat in San Nicolaas Harbour, Aruba, N.W.I.

At the request of the Owners' Representatives, attend on board to examine the starboard boiler in way of port combustion chamber.

Several lap fractures in flanging of tube plate to wrapper plate. Sacks veed out examined and welded.

Examined on completion and found satisfactory.

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, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

Machinery of this vessel, so far as now seen, is in safe order and condition, eligible in my opinion to be continued as classed without fresh record of survey,

Fee (per Section 29) £ : : Fees applied for 26.5. 1948  
 Damage or Repair Fee (if any) Rep. Fls. 100.00 Received by me, 19  
 (per Section 29.) Late fee 25.00  
 Printing expenses (if chargeable) £ : : 3.00

Committee's Minute As now  
 FRI 6 AUG 1948  
 Engineer Surveyor to Lloyd's Register of Shipping.

*W. P. Williams*



Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to