

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

(Received at London Office)

Date of writing Report 28th August 1946 When handed in at Local Office 28th August 1946 Port of Bilbao
 Date. First Survey July, 1944 Last Survey August, 1946
 on the Machinery of the Wood, Iron or Steel "MONTE ABRIL" (No. of Visits 7)
 Gross 2955 Vessel built at Bilbao By whom Cia. Euskalduna When 1930 Year. Month. 7
 Net 1608 Engines made at Copenhagen By whom AKT. Burmeister & Wain When 1730
 Donkey 271 Boilers, when made (Main) (Donkey)
 Owners Kariera Agn. S.A. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Cia. Euskalduna Port Bilbao Voyage
 Surveyed Afloat X in Dry Dock Cia. Euskalduna (State name of Dock.)

st Report No.

Port

Particulars of Examination and Repairs (if any) C.S. S.R.L. TS

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 stated 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.

Where 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

Has a damage report made by anyone else? If so, by whom?

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

Donkey

Was a survey not done, state for what reasons

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

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?

Latest date of internal examination of each boiler

Present condition of funnel(s)

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

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

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

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

yes

Is it fitted with continuous liner?

no

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the 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 date of examination of Screw Shaft

5th August

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

per wooden

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

Is electric light and/or power fitted

Has 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?

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

Information regarding state of Continuous Survey is not available, stated that tall cylinder covers have been recently examined. The vessel will return to this port within two months and will proceed then with the C.S.

Now done: Vessel placed in dry dock, propeller, screw shaft drawn in, stern bush, sea connectors and their fastenings examined. N. 3, 4, 6 & T crank pins and N. 1, 4, 6 & 7 crank journals and bearings. Starting air receiver (starboard) internally examined. A new auxiliary engine substitutes the 35 Kw - 131 MTHK - Sulzer. New one is: Burmeister & Wain - Copenhagen Diesel motor N 3725 - B&W - N. 1365 - tested 24-1-44 with 2 stage compressor, and generator. Toller, Abril - Barcelona - 35 Kw - 159 Amp. - 220 Volts - 500 rev/min - Generator N 8650

al Observations, Opinion, and Recommendation: Good Toller N 31 FL 16-2 45
 Is a Certificate required? If so, to be sent to

The machinery of this vessel, so far as now seen, is in our opinion eligible to remain as classed with fresh record of TS (C) 8, 46 and LMC (CS) when this survey is completed.

Fee (per Section 29)

Damage or Repair Fee (if any)

Expenses (if chargeable)

Committee's Minute

ended

Fee 1400.00

Fees applied for

6/9/1946

£

£

Received by me,

WEB. 16 OCT 1946

As now, subject

S. 8.46

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

004107-004115-0028