

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

MIN. 18 APR. 1921

(Received at London Office)

Date of writing Report *8th April 1921* When handed in at Local Office *8th April 1921* Port of *Bilbao*
 No. in Reg. Book. *78761* Survey held at *Passajes* Date, First Survey *-* Last Survey *28-3-21* 19
on the Machinery of the Wood, Iron or Steel *S.S. ERNIO* (No. of Visits *1*)
 Tonnage { Gross *15-83* Vessel built at *Selby* By whom *Cochrane & Sons* When *1911* MONTH.
 Net *68* Engines made at *Hull* By whom *Ames & Smith* When *1911*
 Registered Horse Power *61* Boilers, when made (Main) *1911* (Donkey) *here*
 No. of Main Boilers *1* Owners *Lerchundi Olagola & Co* Port *S. Sebastian* Voyage *Trawling*
 No. of Donkey Boilers *1* If Surveyed Afloat *in Dry Dock* *a hard at*
 Steam Pressure in Main Boilers *180* (State name of Dock.) *Passajes*
 in Donkey Boilers *1*

Last Report No. *-* Port *-*Particulars of Examination and Repairs (if any) *P.M.S. & 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? *-*

Do. " 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? *-*

Did the Surveyor examine the Safety Valves of the Main Boiler? *-*

To what pressure were they afterwards adjusted under steam? *180 lbs*

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? *no*

Is it fitted with continuous liner? *-* or two liners? *-* or is it without liners? *-*

Has shaft now been changed? *-* If so, state reasons *-*

Is the shaft now fitted new? *-*

Has it a continuous liner? *-*

or two liners? *-*

or is it without liners? *-*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1/8"*

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

The propeller shaft, sea cocks & valves to be examined. To be done next June, with vessel in patent slipway, no time afford at this survey owing to tide now down. - Vessel placed on land and propeller, stern bush and end and outside fastenings to sea connections examined. Crank & thrust shafts, pumps, pumping connections & condenser examined. Boiler safety valves adjusted under steam.

See Bbo Rpt. No. 5720

General Observations, Opinion, and Recommendation:— *The machinery*

(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., &c.)

of this vessel, so far as seen, is now in order, eligible in my opinion to remain as classed with fresh record + L.M.C. MS 12,20 upon completion of survey as above & B.S. 3,21 now

Survey Fee (per Section 28) *£180*

Special Damage or Repair Fee (if any) *£*

Travelling Expenses (if chargeable) *£*

Fees applied for

Received by me,

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE APR. 26 1921*

Assigned *Deferred*

CERTIFICATE WRITTEN

TUE. 23 AUG. 1921
TUE. 11 OCT. 1921

Lloyd's Register Foundation

006412-006422-0297

S. S. No 2 due 11.19 now

advanced to be completed
in June. B.S. due 3 19 now completed

It is submitted that
this vessel is eligible for
THE RECORD. BS 12. 20.

It is submitted that this
vessel WILL BE eligible for
the record + LMC 12.20. when
the Screw shaft, propeller,
stern bush & sea connect
ions have been Examd.

W.D.

21/4/21

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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