

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

(Received at London Office

18 OCT 1949

Date of writing Report 17th October 1949 When handed in at Local Office 17th October 1949 Port of Bilbao
 No. in Survey held at Santander + Bilbao Date. First Survey 6th October 49 Last Survey 17th October 1949
 Reg. Book. 6782 on the Machinery of the Wood, Iron or Steel Twin Sc. "MANUEL CALVO" (No. of Visits 2)

17730. Gross 5617 Vessel built at Newcastle By whom Armstrong Mitchell & Co Year. Month. 1892-3
 Tonnage { Net 3342 Engines made at - do - By whom Hutton Leslie & Co Ltd. When 1892
 Nominal { 592 Boilers, when made (Main) 1892 (Donkey) ✓
 Horse Power }
 No. of Main Boilers 3 Owners Cia Transatlantica Owners' Address as recorded
 No. of Donkey Boilers ✓ (If not already recorded in Appendix to Register Book.)
 Steam Pressure— Port Barcelona Voyage ✓
 in Main Boilers 160 lbs Managers
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Last Report No. 10454 Port BilbaoParticulars of Examination and Repairs (if any) 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 not, 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? ✓State latest date of internal examination of each boiler Starboard Main Boiler 6-10-49Present condition of funnel(s) goodDid the Surveyor examine the Safety Valves of the Main Boilers? YESTo what pressure were they afterwards adjusted under steam? 160 lbs/sq"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? YES, and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? YES, and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? YES, 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 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 stern 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.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done B.S. completed.

Now done :- The starboard main boiler opened out and examined internally and externally. Safety valves and all mountings opened out ground in examined and found in order. Safety valves of the 3 boilers adjusted under steam as above. Repairs now done: lower furnace corroded plate in way of fire bars materially increased with electric welding.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as now

(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.)

seen is in a good and efficient condition. Eligible in my opinion to remain as classed with fresh record of B.S. 3.49

Survey Fee (per Section 29) £5 750

Fees applied for

11/10/1949Special Damage or Repair Fee (if any) £

Received by me,

Travelling expenses (if chargeable) £5 12

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Committee's Minute

FRL 25 NOV 1949

Signed

As now subject

L. de Renceno
 Engineer Surveyor to Lloyd's Register of Shipping.



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