

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

(Received at London Office)

31 JAN 1925

Date of writing Report 24th Jan. 25 When handed in at Local Office 24th Jan. 25 Port of Bilbao

No. in Book 350 Survey held at Bilbao Date, First Survey 20th Jan. Last Survey 24th Jan. 1925 (No. of Visits)

on the Machinery of the Wood, Iron or Steel 35 JUAN MARI

Gross 196 Vessel built at Goole By whom Goole S.S. & Rep. Co. When 1908-8

Net 53 Engines made at Hull By whom Earle & Co. When "

nominal Horse Power 65 Boilers, when made (Main) 1908 (Donkey) "

of Main Boilers 1 Owners G. de Gandiola Port S. Sebastian Voyage Fishing

of Donkey Boilers 1 Managers "

of Main Boilers 18 lb If Surveyed Afloat or in Dry Dock Entalduna (State name of Dock)

of Donkey Boilers "

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.	Year Assigned or Applied.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A.1</u>		<u>L.M.C.</u>
<u>35th TRAWLER</u>		<u>M.S. 6-20</u>
<u>8-21</u>		<u>3.2.8-23</u>
<u>35 05T. No. 3 8.21</u>		<u>C.L. 8-21</u>

Previous Report No. " Port "

Particulars of Examination and Repairs (if any) B.S. & Y.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 each being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

In those cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined ✓

Has a special damage report been 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? ✓

Were any parts of the Boilers not examined? ✓

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? ✓

Has a new shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the shaft now been changed? ✓ If so, state reasons "

Has the shaft now fitted new? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 6"

Where the survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

As done: Vessel placed in dry dock, propeller, stern bush and fastenings of sea connections examined and found good. Tail shaft - drawn in and examined and found good. The main boiler its Safety Valves and mountings examined and found good. Safety Valves adjusted under steam to above pressure. Sea cocks and valves opened out and examined and put in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as seen is now in a safe working condition and eligible in my opinion to remain as classed with the record of B.S. 1-23 and C.L. 1-23.

Fee (per Section 28) £ 1/00pts. Fees applied for 28-1-1925

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £ Received by me, 10

FRI. 6 FEB 1925

Committee's Minute B.S. 1.25

Assigned "

W. Thomas Miller
Engineer Surveyor to Lloyd's Register of Shipping.



6600-3560-0099

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

As a Certificate required by L.S.O. to be sent to

B. due 8.24 Survey left due 8.24
Surveys now held

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 1.25

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.

S. 1.25

[Signature]
2/25

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

