

# Amended Report

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

No. 2248

(Received at London Office 29 APR 1933)

Writing Report 24 - 3 - 19 33 When handed in at Local Office 10 Port of LISBON.

Survey held at LISBON. Date, First Survey 7 - 3 - 33 Last Survey 23 - 3 - 19 33

on the Machinery of the ~~Wood, Iron or Steel~~ **Twin Screw Steamer "CASTILIAN PRINCE" now "ENUKIDSE"**  
 Gross 3908 Vessel built at Hill-on-Tees By whom Furness S.B.C<sup>o</sup>.Ltd. When 1923  
 Net 2041 Engines made at Hartlepool By whom Richardsons, Westgarth When 1923  
 695 Boilers, when made (Main) (Donkey) & C<sup>o</sup>.Ltd. 1923  
 Owners *Sawton & Co* Owners' Address (if not already recorded in Appendix to Register Book.)  
 Managers Port Odessa Voyage U.K. to Odessa  
 Boilers 2  
 If Surveyed Afloat or in Dry Dock Afloat  
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port  
 Particulars of Examination and Repairs (if any) Damage.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined **Damage Rpt. attached.**

Report made by anyone else? If so, by whom?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes.**

If not done, state for what reasons? **Please see Classing letter dated 21-4-33.**

Were the Boilers could not be thus thoroughly examined?

By what 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?

Were any means of internal examination of each boiler?

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

Did you examine the Safety Valves of Donkey Boiler? **Yes.** To what pressure were they afterwards adjusted under steam? **100 lbs**

Did you examine all the manholes, doors and their fastenings of the Main Boilers? **Yes.**

Did you examine the drain plugs of the Main Boilers? **Yes.**

Did you examine all the mountings of the Main Boilers? **Yes.**

Has the Main Shaft been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the Donkey Shaft been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the Propeller in good order? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

If not complete, state what arrangements have been made for its completion and what remains to be done. **Complete.**

**Port and Starboard Donkey Boilers examined.**  
**Port boiler furnace crown collapsed and beyond repair and out of use until the furnace is renewed.**  
**On Port Boiler on the largest of five bulges a groove 3/4" wide out. All bulges faired. In largest bulge electric welded and bridged by four double girders of 5/8" plate. Each girder with 4 studs 1" screwed fine thread through furnace and caulked on both sides. All tubes and boiler tested to 150 lbs water pressure. Safety valves adjusted to 100 lbs working pressure. Condenser opened up and tested. Three leaky tubes renewed and about 50% of leaky ferrules renewed. Joggled plates fitted to condenser door division plates and machined fair with cover plates. Condenser tested satisfactorily on completion of repairs. Main engines and auxiliaries under working conditions satisfactorily.**  
**The survey was carried out in company with the Port Engineer Surveyor.**

**Observations, Opinion, and Recommendation:— The machinery of this vessel so far as far as is in good order and eligible in my opinion to remain as classed without fresh record subject to the furnace of the Port Boiler being renewed on arrival Odessa and to the Donkey Boiler not being used until the furnace has been renewed.**

Section 29) Fees applied for  
 or Repair Fee (if any) Esq: 1540\$00  
 24-3- 1933  
 24-3- 33  
 750\$00  
 130\$00  
 Received by me,  
 19

*G. J. H. ...*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute *Tue. 21. Apr. 1933*  
*As now Subject*  
 TUE. 3 OCT 1933  
 TUE. 7 NOV 1933  
 TUE. 6 FEB 1934

009924-009933-0180

Is a Certificate required? If so, to be sent to

**Subject to the DONKEY BOILER not being used.**  
**OIL ENGINE CONTINUOUS SURVEY**

