

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

(Received at London Office)

29 MAR 1933

Date of writing Report 24 - 3 - 1933 When handed in at Local Office 19 Port of LISBON.

No. in Survey held at LISBON. Date, First Survey 7 - 3 - 33 Last Survey 23 - 3 - 1933
(No. of Visits 15.)

59470 on the Machinery of the Wood, Iron or Steel Twin Screw Motor V. "CASTILIAN PRINCE" now "ENKIDSE"

tonnage { Gross 3908 Vessel built at Haverton By whom Furness S.B.Co.Ltd. When 1923
Net 2041

Nominal Horse Power { 695 Engines made at Hartlepool Hill-on-Tees By whom Richardsons, Westgarth & Co. When 1923

No. of Main Boilers Boilers, when made (Main) (Donkey) & Co. 1923

No. of Donkey Boilers 2 Owners Owners' Address
(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers Managers Port Odessa. Voyage U.K. to Odessa.

No. of Donkey Boilers in Main Boilers 100 lbs If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Name of Dock (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and seriatim 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 or this purpose, and why they were declined Damage Rpt. attached.

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 " " " " " Yes.

Was this 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?

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

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers? Yes

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? Yes.

Was screw shaft now 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?

Was shaft now been changed? If so, state reasons

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

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

Now done: Port and Starboard Donkey Boilers examined.

Starboard Boiler furnace crown collapsed and beyond repair. On Port Boiler on the largest of five bulges a groove 3/4" wide cut. All bulges faired. Groove in largest bulge electric welded and bridged by four double girders of 5/8" plate. Each girder fitted with 4 studs 1" screwed fine thread through furnace and caulked on both sides. All tubes expanded 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 repacked. Joggled plates fitted to condenser door division plates and machined fair with cover flange. Condenser tested satisfactorily on completion of repairs. Main engines and auxiliaries examined under working conditions satisfactorily.

The above survey was carried out in company with the Port Engineer Surveyor.

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

(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. 0,11, B.A.M.S. 0,11, or F.L.M.C. 0,11, 140 lb., E.D., &c.)

now seen is in good order and eligible in my opinion to remain as classed without fresh record of survey subject to the furnaces of the Port and Starboard Donkey Boilers being renewed on arrival Odessa, and on completion the working pressure being restored to 120 lbs.

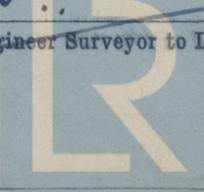
Survey Fee (per Section 20) £ : : Fees applied for 24-3-1933
Special Damage or Repair Fee (if any) Esc: 1540 0024-3-33
(per Section 20) Rate & Sunday fees: Esc: 750 00 Received by me, 30/3/33
Travelling expenses (if chargeable) Esc: 130 00

Committee's Minute FRI. 21 APR 1933

Signed As now subject

9 OCT 1933
TUE. 7 NOV 1933
TUE. 6 FEB 1934

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

009924 - 009933 - 0183

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

OIL ENGINE CONTINUOUS SURVEY