No. 7525

t. 9.

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

(Received at London Office 24 JUN 1929)

e of writing Report 20/6/1929. When handed in at Local Office 20/6/1929. Port of Bilbao.

. in Book. Survey held at Bilbao. Date, First Survey 14/6/29. Last Survey 20/6/1929 (No. of Visits 2.)

7683. on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "CILURNUM"

age { Gross 3077 / Net 1848.

minal e Power } 310.

f Main Boilers —

Donkey Boilers

n Pressure— Main Boilers 180 lbs

Donkey Boilers

Vessel built at Middlesbro' By whom Sir Raylton Dixon & Co Ltd When 1919

Engines made at Middlesbro' By whom Richardsons Westgarth & Co Ltd When 1919

Boilers, when made (Main) 1919 (Donkey) —

Owners Antonio Menchaca. Owners' Address (If not already recorded in Appendix to Register Book). 28 Kendal

Managers Port Bilbao. Voyage CARDIFF

If Surveyed Afloat or ~~in Dry Dock~~ (State name of Dock.) River Nervion

t Report No. Port Completion

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.	Years Assigned or Renewal required.	Machinery and Boiler Surveys (including date of N.B., if any).

rticulars of Examination and Repairs (if any) Reclassification

odical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the e of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on unt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and des being detailed in the body of the report, should be briefly summarised at the end of the report. State also the es and initials of any letters respecting this case. —

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

a damage report made by anyone else? If so, by whom? —

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

o. " Donkey " " " ✓

s was 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 veyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

he Surveyor examine the Safety Valves of the Main Boiler? Yes Stated under Steam. To what pressure were they afterwards adjusted under steam? 180 lbs/□"

he Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

he Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

he Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? —

crew 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? ✓

haft now been changed? ✓ If so, state reasons ✓

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? ✓

the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? ✓

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

Now Done:-

[PLEASE SEE HULL REPORT No 39691 & LONDON-GENOA LETTER 10/5/29].

Stated Main boilers examined under steam, Safety valves adjusted to 180 lbs.
Pumping arrangements verified from approved plan & examined.
The water end valves of the auxiliary feed pump examined & overhauled.
A spare set of bilge pump valves now supplied.

In addition to the above the windlass & steering engines have now been examined throughout.

eneral Observations, Opinion, and Recommendation:— The machinery of this vessel, as now seen to be safe working condition and eligible in my opinion to ~~remain as class~~ be classed as recommended.

(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., F.D., &c.)

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

y Fee (per Section 28) £ : :
al Damage or Repair Fee (if any) (per Section 28.) £ : :
ling Expenses (if chargeable) £ : :

Fees applied for 19
Received by me, 19

Glen. T. Thomas.
Engineer Surveyor to Lloyd's Register of Shipping.

mmittee's Minute TUE. 2 JUL 1929

igned Line MS 3.29 BS 4.29

RTIFICATE WRITTEN 3.29 CL

010720-010726-0270

Classification survey completed.

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.

L.M.C. ~~4.29~~. M.S. 3.29

S.3.29 B.S. 4.29

C-L 3S.B. 180 lb.

NHP 362.

25/6/29

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.