

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

(Received at London Office 11 MAR 1929 15 MAR 1929)

of writing Report Mar 14 1929 When handed in at Local Office March 14 1929 Port of HULL

Survey held at Hull Date, First Survey 4 March Last Survey 14 March 1929

683 on the Machinery of the Wood, Iron or Steel S/S GILURNOM

Gross 3047 Net 1848 Vessel built at Madrid By whom Donkey When 1919

Engines made at do By whom Richardson & Wraith When 1919

Boilers, when made (Main) 1919 (Donkey)

Main Boilers Owners Antonio Menchaca Owners' Address do

Donkey Boilers Managers do Port Bilbao Voyage do

Pressure- Main Boilers do If Surveyed Afloat or in Dry Dock yes

Donkey Boilers do (State name of Dock.) Alexandra Dock

Report No. do Port do

Particulars of Examination and Repairs (if any) no

Special 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Special 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? no

Has a damage report made by anyone else? If so, by whom? no

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey " " " " no

Was not done, state for what reasons? Boilers not opened up for survey.

What parts of the Boilers could not be thus thoroughly examined? no

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? no

Has the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? no

Has the Surveyor examine the Safety Valves of Donkey Boiler? no To what pressure were they afterwards adjusted under steam? no

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no and of the Donkey Boiler? no

Has the Surveyor examine the drain plugs of the Main Boilers? no and of the Donkey Boiler? no

Has the Surveyor examine all the mountings of the Main Boilers? no and of the Donkey Boiler? no

Has the screw 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? no If so, state reasons no

Has the shaft now fitted been previously used? no Has it a continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 5/32

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done? no

Work done: Scand. cylinders pistons, valves + casings, crosshead pins + braces, crank, thrust, intermediate screw shafts, bedplate, holding down bolts, stem nut, propeller, sea cocks + valves, main engine pumps, condensers main + auxiliary, + auxiliary pumps, scand. + placed in good condition. Steam end of dynamo engine repairs: - Thrust collars dressed up, also bottom end braces, crosshead pins + braces dressed up, sea cocks + valves overhauled.

main circulating pumps, ^{impeller} clearance adjusted. minor other repairs effected.

Remarks: The Owners Supt. stated that the B.S. would be

General Observations, Opinion, and Recommendation: The machinery of this

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.)

vessel, as far as now seen, is in good condition

eligible in my opinion to be classed with the Society

with notation of L.M.C. M.S. 3.29, when the survey is

completed.

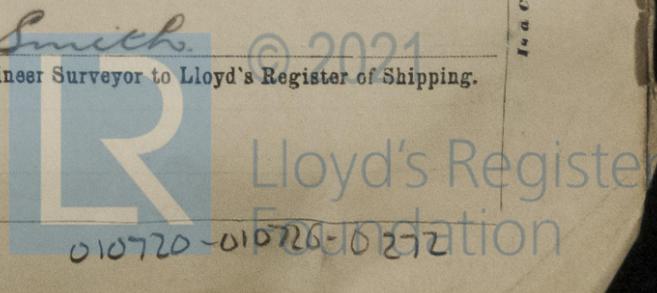
Fees (per Section 28) £ 25 0 0 Fees applied for 19 AM

Damage or Repair Fee (if any) £ : : Received by me, J.L. Smith

Expenses (if chargeable) £ : : 17.6 1929

Committee's Minute TUE 2 JUL 1929

See minute on Bbo Rpt 75-25



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

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

filiumum. (contd)

held at Bona on vessel's arrival at that port.

Spare feed pump pistons & rings have been fitted at this time, but the valves, suction & delivery water end of pump should be overhauled at vessel's arrival at Bona (Bona surveyors advised.)

Ballast must be pumped up for survey.

The machinery of the engine is in good condition. The pistons & rings are in good condition. The valves are in good condition. The suction & delivery water end of pump should be overhauled at vessel's arrival at Bona. The surveyors advised that the engine should be overhauled at Bona.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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