

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

(Received at London Office)

24 APR 1929

of writing Report 23-4-29 When handed in at Local Office 23-4-29 Port of Middlesbrough
 Survey held at Middlesbrough Date, First Survey 18-4-29 Last Survey 19-4-1929
 on the Machinery of the Wood, Iron or Steel "CILURNUM" (No. of Visits 2)

Gross 3077 Vessel built at Middlesbrough By whom Sir Raylton Dixon & Co When 1919
 Net 1848 Engines made at Middlesbrough By whom Richardson, Westgarth & Co When 1919
 310 Boilers, when made (Main) 1919 (Donkey) ✓
 Main Boilers ✓ Owners A. Menchaca Owners' Address (if not already recorded in Appendix to Register Book)
 Donkey Boilers ✓ Managers ✓ Port Bilbao Voyage ✓
 Pressure-
 Main Boilers ✓ If Surveyed Afloat or in Dry Dock Eston Jetty Particulars of Classification (which must be inserted
 Donkey Boilers ✓ (State name of Dock.) precisely as in Register Book & Supplements).

Report No. Port
 Particulars of Examination and Repairs (if any) pt B.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 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.

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

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

Should the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? P & C only

" Donkey " " " ✓
 was not done, state for what reasons? Start Boilers under steam

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? P & C only To what pressure were they afterwards adjusted under steam? Not adjusted

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? P & C only , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? P & C only , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? P & C only , and of the Donkey Boiler? ✓

Has the 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? ✓

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

Has 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? ✓

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

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

Start Boilers to be examined in its entirety, all safety valves adjusted under steam.
(See Ind. B. 4/7/29)

Now done: The Port & Centre Boilers & their mountings examined throughout & found in good condition.

General Observations, Opinion, and Recommendation:— These two boilers of this vessel
 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.)
as far as now seen are in good & efficient condition & eligible in my opinion for Classification with this Society & record of B.S. 4-29
completion of survey. see also Hull Report.

Fee (per Section 28) £ 3 Fees applied for 19
 Damage or Repair Fee (if any) £
 (per Section 28.)
 Working Expenses (if chargeable) £ Received by me, 16.7.1929

Committee's Minute

No action
see minute on B.S. R/P 7525

S. Wood
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

partly held

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 Survey being incomplete
submitted no action is
necessary & that the M^{rs}
Surveyors be informed
how the case stands

26/4/29

Birds Scambling
to the Checkers
see
Conspicuous

