

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

(Received at London Office)

Date of writing Report Sept 24 1932 When handed in at Local Office 28. 9. 1932 Port of Cadix  
 No. in Reg. Book. 81264 Survey held at Cadix Date, First Survey Sept 20<sup>th</sup> Last Survey Sept 24 1932  
 on the Machinery of the ~~Wood, Iron or Steel~~ Stm Trawler "Cierlo" ex "Aime" (No. of Visits 512)  
 Tonnage { Gross 316 Vessel built at Selby By whom Cochrane & Sons Ltd When 1915-6  
 Net 168 Engines made at Hull By whom C.D. Holmes & Co When 1915  
 Nominal Horse Power 84 Boilers, when made (Main) 1915 (Donkey)   
 No. of Main Boilers one Owners Vuda de Camosa-Cierlo Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers  Managers ✓ Port Barcelona Voyage ✓  
 Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Afloat & in dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers  (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) LMC & TS.

(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

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? yes

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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? yes To what pressure were they afterwards adjusted under steam? 200 lbs

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? yes , and of the Donkey Boilers?

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? yes , and of the Donkey Boiler?

Has 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 shaft now been changed? no 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft .87m

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

Now done:- Vessel placed in dry dock, Examination made of propeller, Stern bush, sea connections & underwater fastenings, The Tail end shaft withdrawn, sent to the works to have light cut taken off liner at aft end. Stern bush reworded, all now in good condition.

The machinery was opened up and examination made of Cylinders Pistons, Slide Valves, Piston & Valve rods, New rings were fitted to the H P Piston Valve. The H P & I P piston rods were lightly skimmed up in the lathe. Condenser examined and twenty new tubes fitted. Air, Feed and Bilge pumps examined, Main bearings, Crank shaft journals, Crank pins and brasses, Crosshead pins and brasses, Thrust shaft and Block, Intermediate shaft all now in good condition. Boiler examined internally & externally together with mountings, manhole doors & fastenings & all found in good condition

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as now seen is in good condition and is eligible in my opinion to remain as classed with fresh record of + LMC 9-32 and notation of Tail Shaft 9-32

Survey Fee (per Section 20) £ 450-00 Fees applied for 28. 9. 19 32  
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
 Travelling expenses (if chargeable) £ : : Received by me, 19 32

Committee's Minute FRI. 21 OCT 1932  
 Assigned + LMC 9. 32 without split  
 CERTIFICATE WRITTEN. FRI. 23 DEC 1932  
FRI. 6 JAN 1933  
TUE. 7 MAR 1933  
FRI. 21 APR 1933

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>S.S. Bel N° 3-11-27</u>		<u>LMC 4-28</u>
<u>100 A I</u>		<u>B 3 9-30</u>
<u>Stm Trawler</u>		<u>T.S. CL. 4-28</u>
<u>9. 30 Bel</u>		
<u>S.S. Bel N° 3-11-27</u>		

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

010766-010776-0103

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



The Valves, coets, pipes & strainers of pumping arrangements examined & tried and found in good working condition. Boiler examined under steam & Safety Valves adjusted to 200 lbs per sq inch.

Dynamo, engine & jellings examined under working conditions and found in good order.

Centrifugal Circulating Pumps & Engine overhauled and left in good condition.

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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