9.

No. 1991.

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 20 OCT 1949)

Date of writing Report 8 - 10 - 1949 When handed in at Local Office 8 - 10 - 1949 Port of CADIZ.

No. in Book. Survey held at Bilbao & Cadiz. Date. First Survey Cadiz 9-9-49 Last Survey 17. 9. 1949 (No. of Visits 5 + Bilbao.

603 on the Machinery of the ~~Wood, Iron or~~ Steel Aux. 3 Msk Sch. "Tio Pepe"

Tonnage { Gross 461 / Net -
Nominal / Horse Power -
Material of Main Boilers -
No. of Donkey Boilers -
Working Pressure— Main Boilers -
Donkey Boilers -

Vessel built at Bilbao By whom Tomas Ruiz de Velasco. When Year 1947 Month 6
Engines made at Barcelona. By whom M. T. M. When " "
Boilers, when made (Main) ✓ (Donkey) ✓
Owners Naviera Anonima Xerezana. Owners' Address Jerez de la Frontera.
(if not already recorded in Appendix to Register Book.)
Managers ✓ Port Cadiz. Voyage Coasting.
If Surveyed Afloat or in Dry Dock SECN DD & afloat.
(State name of Dock.)

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	Date altered	Machinery and Boiler Surveys (including date of N.S., if any)
100 A-			
Class Contemplated			

Report No. Port

Particulars of Examination and Repairs (if any) Compl^n LMC. TS.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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 for this purpose, and why they were declined ✓

Is any damage report made by anyone else? If so, by whom? ✓

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

" Donkey " " "

If not, 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? ✓

The latest date of internal examination of each boiler ✓ Present condition of same(s) ✓

Has the Surveyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

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

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

Has the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

If shaft now been changed? No If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 12. 9. 49. State the wear down in the Stern bush Rewooded. Is electric light ~~and/or power~~ fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward.

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

Now done:- Vessel in drydock, Examined propeller, screw shaft, stern bush, Sea Connections, side Fastenings; On Main & Aux.^l Engines:- Cylinders, heads, valves & gears, pistons & rods, Trunnions & pins; guides, bottom ends, crank pins & journals, main bearings; Lub: oil Coolers, Scavenges, M.E. down-pumps & valves, Compressors; Ballast & bilge pumps & valves, bilge stripping pump; steering gear, windlass, Electric Light installation throughout, Pumping arrangements, thrust shaft & block, clutch gear, intermediate shafts.

Now Bronze propeller fitted, Fit on shaft taper examined; Screw shaft liner lightly skimmed in way of stern bush; Electric light installation & switchboard overhauled, 6 K.W. dynamo armature & field overhauled, Dynamo Engine & Shaft dismantled, Examined overhauled & the whole seen fitted & under working Conditions with load.

Trial trials of Propeller not witnessed, the Official report & also the repairers analysis of the material herewith.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel, as far as now seen, is eligible in our Opinion to be classed LMC. 6·47 with notation TS. 9·49 C.L.

This Office

(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, BS 9,11, B&MS 9,11, ~~LMC 9,45~~ or ~~LMC~~ 9,50, &c.)

Survey Fee (per Section 29) LMC. £6 6,300
TS. ,700
Special ~~Damage or~~ Repair Fee (if any) (per Section 29.) £ ,300
E.L. 1.750
Travelling expenses (if chargeable) £ 35

Fees applied for 7-10-1949.
Received by me, 19

Committee's Minute

Signed

For R. Zubiaga & self
Geo. F. Shellard
Engineer Surveyor to Lloyd's Register of Shipping.

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

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