

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

(Received at London Office

2 AUG 1949)

Date of writing Report **26th July 1949** When handed in at Local Office **26th July 1949** Part of **Barcelona**  
 No. in Reg. Book. **Survey held at Barcelona** Date. First Survey **20th July** Last Survey **26th July 1949**  
 (No. of Visits **2**)

**35637** On the Machinery of the ~~Wood, Iron or Steel~~ steamer **"EL CONDADO"**  
 Gross Tonnage **3492** Vessel built at **Port Glasgow** By whom **W. Hamilton & Co.** Year. Month. **1920**  
 Net Tonnage **2219** Engines made at **Port Glasgow** By whom **Dunlop Bremner & Co.** When **1920**  
 Nominal HorsePower } Boilers, when made (Main) **1920** (Donkey)  
 No. of Main Boilers **3** Owners **Cia. General de Navegacion** Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers **1** Managers **A. Navejas** Port **Barcelona** Voyage  
 Steam Pressure in Main Boilers **180** If Surveyed Afloat or in Dry Dock **Barcelona**  
 in Donkey Boilers **1** (State name of Dock.)

Last Report No. **BC** Port **Summary Rpt No 629**

Particulars of Examination and Repairs (if any) **BOILER REPAIRS**

(Periodical Surveys, when held, must be reported in detail and serially 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 the offered his services for 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?

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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

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 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?

State date of examination of Screw Shaft

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

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

Is electric light and/or power fitted

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

**NOT DONE**

**At the request of the ship's Master, attend on board in order to examine a crack at the port boiler centre furnace, and found:**

**Combustion chamber bottom plate and furnace goose neck corrugation at lower part recently crop and renewed and goose neck patch cracked circumferentially. Recommended that this patch be crop and renewed again annealing the patch after forging before fitting in place.**

**On completion of repairs boiler has been tested hydraulically to working pressure and found in order.**

**MAIN ENGINE**

**Due to excessive piston rings wear, HP piston rings system has been modified fitting Ramboston type.**

General Observations, Opinion, and Recommendation.— **The machinery of this vessel as far as now**

(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, & L.M.C. 9,11 or LMC 140 lb., F.D., &c.)

**seen is in efficient condition eligible in my opinion to remain as classed without fresh record of survey.**

Survey Fee (per Section 29) **Blr. Repair Ptas. 600.-** Fees applied for **26-7-49**  
 Special Damage or Repair Fee (if any) **18.-** Ptas. **640.-**  
 (per Section 29) **22.-** Received by me, **19**  
 Travelling expenses (if chargeable)

Committee's Minute

Assigned

**As now**

**11 SEP 1949**

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

013850-013858-0229



A Boile furnace repaired  
Minor repairs to Main Engine effected.

It is submitted that this  
vessel is eligible to remain  
as **CLASSED**.

P.S.

12-9-49.

S.S. "EL MONTECILLO"

20th July 1949

On completion of repairs shell plating and tested and  
in order.

On completion of repairs shell plating and tested and  
in order.



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