

REPORT OF SURVEY FOR REPAIRS, &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"

Tonnage { Gross 3492 Vessel built at Port Glasgow By whom W. Hamilton & Co. Year. Month. 1920
Net 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

No. of Donkey Boilers 1 Managers A. Navajas (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry-Dock Barcelona Port Barcelona Voyage

in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Last Report No. BC Part Summary Rpt No 629

Particulars of Examination and Repairs (if any) BOILER REPAIRS

(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 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?

Did 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 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

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

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.

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

General Observations, Opinion, and Recommendation.— The machinery of this vessel as far as now 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
mail 18.- Ptas. 640.-
Special Damage or Repair Fee (if any) £ 22.- Received by me, _____
(per Section 29)
Travelling expenses (if chargeable) £ _____

Committee's Minute _____
Assigned As now
11 SEP 1949

J. V. Munn
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

013850-013858-0229

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

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

A Boilers furnace repaired
Minor repairs to Main Engine specified.

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 was tested and

in order.

[Handwritten signature]

...the boiler was repaired by ...
...the boiler was repaired by ...
...the boiler was repaired by ...

