

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

(Received at London Office 20 MAR 1932)

Date of writing Report 19 When handed in at Local Office 13th Mar 1933 Port of Cadiz
No. in Reg. Book. Survey held at Astilleros Cadiz Date, First Survey Jan 3rd Last Survey Feb 10th 1933
59185 on the Machinery of the Wood, Iron or Steel Motor Tanker "Campeche" (No. of Visits)
Tonnage { Gross 6300 Net
Nominal Horse Power {
No. of Main Boilers 1 Engines made at Cadiz By whom S. E. de C. N When 1933
Boilers, when made (Main) (Donkey)
Owners C. A. M. P. S. A. Owners' Address
Managers Port Voyage
If Surveyed Afloat or in Dry Dock In Works of Messrs Echegaray y Echeverria
(State name of Dock.)
in Donkey Boilers 150

Last Report No. Port
Particulars of Examination and Repairs (if any) Howden Furnace Fronts

Periodical Surveys, when held, must be reported in detail and serialism 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?

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? 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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

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

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

Now done:- Examined during the course of construction four furnace fronts for Wallsend Howden oil burning or Diesel Engine exhaust gases, made to the order of Messrs Sociedad Espanola de Construcción Naval of Malagorda and intended for their N° 66 ship. These fronts were constructed from good and sound material and the workmanship was found to be good

General Observations, Opinion, and Recommendation:-
(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.)
These furnace fronts and fittings have been constructed under special survey in accordance with the rules
Material and workmanship good. These fronts are intended for dispatch to the Sociedad Espanola de Construcción Naval, Malagorda, Cadiz for their vessel N° 66.

Survey Fee (per Section 29) £ 45-00
Special Damage or Repair Fee (if any) £ : :
Travelling expenses (if chargeable) £ : :
Fees applied for Feb 16 1933
Received by me, 19

Committee's Minute
Assigned
FRL 15 JUN 1934
See Cdiz. Rpt. 11421

Y. Prosser
Engineer Surveyor to Lloyd's Register of Shipping.

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.

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