

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

Date of writing Report 21<sup>st</sup> Aug 96 When handed in at Local Office London (Received at London Office MON. AUG 24 1896)

No. in Reg. Book 37 Survey held at London Date, First Survey July 14 Last Survey 21<sup>st</sup> Aug. 1896  
on the Machinery of the Wood, Iron or Steel S.S. "Covadonga ex Jauca" Master \_\_\_\_\_ (No. of Vins \_\_\_\_\_)

Tonnage { Gross 5031 Net 3231 Vessel built at Dumbarton By whom W. Denny & Co. When 1884 YEAR. MONTH. 9  
Registered Horse Power 764 Engines made at Do. When 1884 Boilers, when made (Main 1884 (Donkey) \_\_\_\_\_)  
No. of Main Boilers 4 Owners Shaw, Savill & Albion Co. Port Barcelona Voyage Spain  
No. of Aux Boilers 1 If Surveyed Afloat + in Dry Dock Green's Dry Dock (State name of Dock.) R.A. & Co.  
Steam Pressure— in Main Boilers 160 in Aux Boilers 80

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) L.M.C.

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years Allowed before expiry.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u> <u>10-95</u> <u>S.S. Lon. N<sup>o</sup> 2-93.</u>		<u>L.M.C. 3-96</u>

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Do. " Aux. " " " " " Yes.

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.

At what pressure were they afterwards adjusted under steam? 160 lbs.

Did the Surveyor examine the Safety Valves of Aux. Donkey Boiler? Yes.

To what pressure were they afterwards adjusted? 80 lbs.

Has the propeller shaft been drawn and examined at this time? Yes.

If the Survey is not complete state what arrangements have been made for its completion? Complete. This survey was completed

in March of this year, but was again undertaken, at request of owners, at this time, as the vessel is being chartered by the Spanish Royal Mail Co.

Now done.— Vessel placed in dry dock. all sea & bilge cocks cov. Propeller shaft drawn inboard & examined, also all main, thrust and tunnel shafting & crank pins. The cylinders, pistons, slide-valves, pumps, & condenser examined. The four Main & Auxiliary boilers and their safety valves examined, and the latter adjusted under steam to above pressures.

Repairs to Engines— The thrust block was now renewed, owing to three of the snugs on each side of block being fractured in the fillet. The whole of the condenser tubes were now renewed as several of the old tubes were thin, and the condenser was satisfactorily tested. A new Service Donkey fitted, also a new Dynamo & Driving Engine for same. Wood in lower half of stern bush renewed. — P.T.O.

General Observations, Opinion, and Recommendation: This vessel's machinery is  
(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)  
now in safe working condition and eligible, in my opinion, to remain as classed with record of L.M.C. 8-96 entered in the Register Book.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	5	10	0
Special Damage Fee (per Section 28).....	£	4	19	0
Travelling Expenses (if chargeable).....	£	4	19	0
				24/8 1896

Received by me, R. Elliott.  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_  
Committee's Minute TUES. AUG 25 1896  
Assigned + L.M.C. 8, 96

MACHINERY CERTIFICATE WRITTEN.



Yes

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

\*Certificates to be sent to \_\_\_\_\_

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

54986 Lon

The small donkey boiler was removed ashore at this time, the vessel having now 4 Main, 1 Auxiliary + no D.B.

Repairs to Main Boilers. On exam<sup>n</sup> of the Main boilers, cracks were found in the saddle plates of the after port & after center furnaces of the After Port M<sup>n</sup>. B. and also in the forward star furnace of the Forward Port M<sup>n</sup>. B. These defective parts were now cut out and efficient patches fitted.

R.B.

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## S. S. "Coradonga" Cont.

of the ash shoot amidships four outside plates cut out and renewed, and two inside plates doubled over, the upper part of the floors and girders under the boilers found somewhat wasted, and these have now been covered thickly with cement, so as to prevent further deterioration; The Main topmast, Mizen topmast, Bigger topmast, jigger gaff, fore gaff, and fore beam now renewed with pitch pine;

The following now done on account of damage, on the Starboard <sup>side</sup> before amidships in flat of bottom, five shell plates in E stroke, four plates in C stroke, and three plates in B stroke removed, faired & refitted; on the port side, three plates in E stroke, seven plates in C stroke, and one plate in B stroke, removed, faired, and refitted, and the cement in way of these plates renewed, and the bottom cleaned and recoated.

J. M. Overly.