

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

Date of writing Report: 7th September 40 When handed in at Local Office: RIGEL 19

No. in Reg. Book: 41008 Survey held at: Bilbao Date, First Survey: 5th Sept. Last Survey: 6th Sept. 1940

on the Machinery of the Wood, Iron or Steel: "TERCIO DE MONTEJURRA" (No. of Visits: 2)
Gross Tonnage: 549 Net: 316 Vessel built at: Cadix By whom: Echevarrieta & Sarrinaga
Engines made at: Mardeen By whom: J. Abernethy & Co. Ltd. When: 1919
Boilers, when made (Main): 1919 (Donkey):
Owners: Luis de Soto & Victor Cardenal Owners' Address: as recorded
Managers: Luis de Soto (if not already recorded in Appendix to Register Book.)
If Surveyed Afloat or in Dry Dock: Afloat. Port: Bilbao Voyage:
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 9091. Port BBo.

Particulars of Examination and Repairs (if any) B.S.

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.

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

as 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? Yes

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

Was this not done, 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?

What was the latest date of internal examination of each boiler? Main Boiler 5.9.40 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs per sq. inch

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? not fatted, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, 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 been changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What was the 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. Is electric light and/or power fitted? Yes

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did you, or 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. Complete, B.S.

Now done:- Main boiler opened out & examined throughout top to bottom with all their mountings & safety valves & found satisfactory. Safety valves valves adjusted under steam to 180 lbs per sq. inch. Boiler examined under steam & found in order. Washers thick red. Port Valve 6 1/2 mpm, Star Valve 4 1/2 mpm

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as now seen is in a good & efficient condition eligible in my opinion to remain as classed with fresh of B.S. 9.40

(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 R.L.M.C. 140 lb., &c.)

Survey Fee (per Section 29) B.S. £200 Fees applied for 19
Special Damage or Repair Fee (if any) £ Travelling expenses (if chargeable) £6 Received by me, 19
Committee's Minute Assigned 4 Deferred for No 376 B.S. 9.40 Deferred

Stamp: ENGINEER SURVEYOR TO LLOYD'S REGISTER OF SHIPPING. Date: 24 JAN 1941. Signature: [illegible].

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

As a certificate required if so, to be sent to

W1060-0078

FRI. 11 JUL 1941

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Foundation