

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

No. 2720

(Received at London Office

25 SEP 1926

Date of writing Report 21st Sept 1926 When handed in at Local Office 21st Sept 1926 Port of BARCELONA

No. in Reg. Book. Survey held at BARCELONA Date, First Survey 16th Aug. Last Survey 15th Sept. 1926.

1177 on the Machinery of the Wendell Iron Steel So Steamer "BARCELONA" (No. of Vessel Portien)

Tonnage { Gross 5574
Net 3664

Vessel built at Glasgow By whom C. Connell U Co. Ltd. When 1908, 4mo.

Nominal Horse Power { 660
Engines made at Glasgow By whom D. Rowan & Co. When 1908,

No. of Main Boilers 2 DB Boilers, when made (Main) 1908 (Donkey) 1908

No. of Donkey Boilers 1 Owners Cia. Transoceanica de Navegacion Port Barcelona Voyage North America

Steam Pressure in Main Boilers 180 lb Managers _____

in Donkey Boilers 80 lb If Surveyed Afloat or in Dry Dock Afloat - Bel.
(State name of Dock.)

Last Report No. _____ Port _____

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

(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 he 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? See Bel. Rpts. Nos. 2632 and 2670.
Do. " Donkey " " " 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

To what pressure were they afterwards adjusted under steam? 180 lbs

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

To what pressure were they afterwards adjusted under steam? 80 lbs

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

, and of the Donkey Boiler? Yes

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? Yes

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:

Is the shaft now fitted new?

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?

NOT DONE (See Bel. Rpts. Nos. 2632 and 2670)

Donkey boiler examined internally and externally with mountings; plating found to be slightly pitted, under the furnaces and combustion chambers, plating drilled and found efficient.

Several combustion stays and two main steam space stays renewed.

Safety valves of the main boilers and donkey boiler adjusted under steam to their respective working pressures.

Main steam pipes subjected to a hydraulic test and relagged.

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., E.D., &c.)

The machinery of this vessel, as far as now seen, is in an efficient conditions and is eligible, in my opinion, to remain as classed, with fresh record of B. S. 2 - 26.

Survey Fee (per Section 25).....

Special Damage or Repair Fee (if any).....

Travelling Expenses (if chargeable).....

Committee's Minute

Assigned

Fees applied for

21st Sept 1926

Received by me,

19

FRI. 26 AUG 1927

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

W1094-0078

Lloyd's Register
Foundation

L.H. 1. due 2.25 held on mch 11.24.
 B.L. due 11.26. partly held 2.26
 completed.

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.

It is submitted that
 this vessel is eligible for
 THE RECORD. B.S. 2.26

28/9/26

25.12.25

25.12.25

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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