

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

(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 5574 Survey held at BARCELONA Date, First Survey 16th Aug. Last Survey 15th Sept. 1926.

on the Machinery of the Woods Iron and Steel Co Steamer "BARCELONA" (No. of Vlots Horizon)

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. Trasoceanica 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)

Shell
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.&E.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.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)..... 150/00

Special Damage or Repair Fee (if any)..... 1

(per Section 25.)

Travelling Expenses (if chargeable)..... 1

Fees applied for 21st Sept. 1926

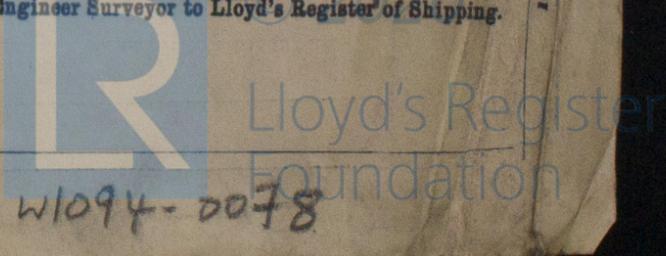
Received by me, _____

C. H. Fowling
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 26 AUG 1927

Committee's Minute FRI. 1 OCT 1926
Assigned 2.26

CERTIFICATE WRITTEN



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

L.H. 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

25.12.15

28.9.26

(GROSS TONNAGE) 1000
NET TONNAGE 800
REGISTERED AT 28/9/26

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation