

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

(Received at London Office 26 JUN 1936)

Date of writing Report 23rd June 1936 When handed in at Local Office 23rd June 1936 Port of Barcelona

Survey held at Barcelona Date, First Survey 12th June Last Survey 22nd June 1936  
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel TWIN S. "FERNANDO POO"

Gross 6914 Vessel built at Bilbao By whom Bia, Euskalduna When 1935. 9.  
Net 3866 Engines made at Barcelona By whom La Maquinista Tanyha When 1935.  
Horse Power 1240 Boilers, when made (Main)  (Donkey) 1935.

of Main Boilers 1 Owners Bia, Transmediterranea Owners' Address Barcelona  
(if not already recorded in Appendix to Register Book)  
Port Valencia Voyage Fernando Po.

Donkey Boilers 100 lb Managers \_\_\_\_\_  
If Surveyed Afloat  or in Dry Dock Barcelona  
(State name of Dock.)

### Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned new or expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
TOTAL WITH FREEBOARD 9.35		+ LMC 9.35. CL. + LLOYD'S RMC 4.36 FOR TEMA 28° F.

Particulars of Examination and Repairs (if any) LMC. CS.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the initials and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined.

Has 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?

Was this done? Donkey " " " " No.

Were there any parts of the Boilers which could not be thus thoroughly examined?

Were any special means, in the absence of internal examination, 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? \_\_\_\_\_ Present condition of funnel(s) \_\_\_\_\_

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 the screw shaft now been drawn and examined? No 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 screw shaft now been changed?  If so, state reasons? \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the screw 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. afloat.

Are electric light and power fitted? Yes.

When the survey is not complete, state what arrangements have been made for its completion and what remains to be done. Continuous

What work done for CS:— No 1 (Port) Auxiliary motor. Examined all six cylinders, pistons, covers, valves & gears and piston rods.

Copy of interim Certificate B1 (CS) Span. forwarded herewith.

Observations, Opinion, and Recommendation:—

Where any 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 where any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

Machinery of this vessel as far as was seen, is in safe working condition in my opinion is eligible to remain as classed and to have fresh record LMC CS with date when the Survey has been completed.

Survey Fee (per Section 20) £ 75:75: Fees applied for 23.6.1936 £ 80:00: Received by me, \_\_\_\_\_

Special Damage or Repair Fee (if any) (per Section 20.) £ 5:5: \_\_\_\_\_

Travelling expenses (if chargeable) £ \_\_\_\_\_

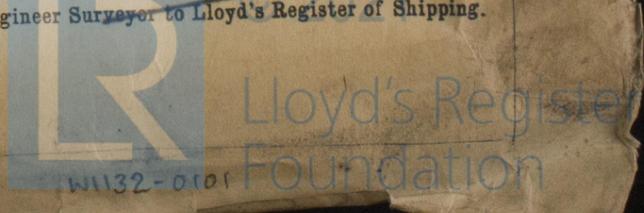
Committee's Minute \_\_\_\_\_

Assigned \_\_\_\_\_

ARI. 3 JUL 1936

Arrow

*Robert ...*  
Engineer Surveyor to Lloyd's Register of Shipping.



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

If a Certificate required, if so, to be sent to

Member of the Surveyors' Association has been issued

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