pt. 9.

No. 1364

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

(Received at London Office _____)

ate of writing Report April 7th 1933 When handed in at Local Office 7th Ap. 1933 Port of Cadiz

o. in Book. Survey held at Malagorda Date, First Survey March 23 Last Survey March 23 1933 (No. of Visits one)

1923 on the Machinery of the ~~Wood, Iron or~~ Steel S Trawler "Canosa" ex "Anzac"

nage { Gross 316 / Net 148

ominal se Power } 84

of Main Boilers 1

of Donkey Boilers ✓

am Pressure— Main Boilers 200lbs

Donkey Boilers ✓

Vessel built at Selby By whom Cochrane & Sons Ltd When 1916

Engines made at Hull By whom C D Holmes & Co Ltd When 1916

Boilers, when made (Main) 1916 (Donkey) ✓

Owners Viuda de Canosa-Cierlo Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Barcelona Voyage ✓

If Surveyed Afloat or in Dry Dock (State name of Dock.) Dry Dock Malagorda

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 Stm Trawler 4.30 1.32		+ LMC 4 28 2.28
S.S. Bel No 3. 4.28		B.S. 4.30
		C 4/30

ast Report No. _____ Port _____

Particulars of Examination and Repairs (if any) 2nd No 1. S.S.

eriodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the ause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on ccount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and esides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the ates 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 or this purpose, and why they were declined ✓

as a damage report made by anyone else? If so, by whom? ✓

d the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Do. " Donkey " " " ✓

this was not done, state for what reasons? ✓

d what parts of the Boilers could not be thus thoroughly examined? ✓

so 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? ✓

d the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

d the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

d the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

d the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

as screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

as shaft now been changed? No If so, state reasons ✓

as the 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? ✓

ate the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1 7/16

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Now done:- Vessel placed in dry dock, Examination made of Propeller Stern tube stuffing box, Sea connections and underwater fastenings. Tail end shaft drawn in and bush rewooded, all now in good condition.

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., F.D., &c.)

The tail end shaft and stern bush of this vessel is now in good condition and eligible in my opinion to remain as classed with fresh record of Tail end shaft 3-33. The note in Limitation List may now be deleted.

Survey Fee (per Section 29) Pts 45-00

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 7 Ap. 1933

Received by me, _____ 1933

TUE. 20 JUN 1933
FRI. 11 AUG 1933
FRI. 20 OCT 1933

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 28 APR 1933

Assigned As now Without spl. cond.

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

This is a Certificate regularly issued. If so, to be sent to

Screw shaft examined & stern bush wooded.

It is submitted that this vessel is eligible for THE RECORD. 13-33

without special condition.

DH
27/4/33

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.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.