

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

(Received at London Office

10 AUG 1934

Date of writing Report Aug 4<sup>th</sup> 1934 When handed in at Local Office 6<sup>th</sup> Aug 1934 Port of Cadiz

No. in Reg. Book. 64699 Survey held at Cadiz Date, First Survey Aug 1<sup>st</sup> Last Survey Aug 4, 1934 (No. of Visits Two)

184 on the Machinery of the Wood, Iron or Steel Stm Trawler "Juan" ex Yokohama

Tonnage Gross 291 Net 114 Vessel built at Hull By whom Earle's Co Li When 1909

Nominal Horse Power 84 Engines made at Hull By whom Earle's Co Li When 1909

No. of Main Boilers 1 Boilers, when made (Main) 1909 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Ireixas Hermanos S.A. Owners' Address Port Barcelona Voyage ✓

Steam Pressure in Main Boilers 200 Managers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and serialism 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? yes" " Donkey " " " ✓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? ✓State latest date of internal examination of each boiler Aug 1<sup>st</sup> 1934Did the Surveyor examine the Safety Valves of the Main Boiler? yesDid the Surveyor examine the Safety Valves of Donkey Boiler? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yesDid the Surveyor examine the drain plugs of the Main Boilers? not fittedDid the Surveyor examine all the mountings of the Main Boilers? yesHas screw shaft now been drawn and examined? No Is it fitted with continuous liner? yesHas shaft now been changed? ✓ If so, state reasons ✓Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓State 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 2 1/2 in

Engine parts, when referred to by numbers, should be counted from forward.

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

Now done:- Boiler examined internally and externally together with mountings, manhole doors, and fastenings and found as follows:- Centric furnace slightly down on each side of crown. wing combustion chambers slightly bulged between stays in back plate in way of furnace. Centric combustion chamber back plate bulged between stays at lower end in way of furnace.

Templates have been fitted to each bulge to check same after each voyage

Vessel examined in dry dock and propeller &amp; fastenings &amp; sea connections examined and found satisfactory.

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, &amp;c.; thus, for example, B.S. 9,11, B.&amp;M.S. 9,11, or L.M.C. 9,11, 140 lb. F.D., &amp;c.)

The boiler of this vessel as far as now seen is eligible in my opinion to remain as classed subject to further examination of centric furnace and backs of the three combustion chambers within six months from above date.

Survey Fee (per Section 29) Rs 125-00Special Damage or Repair Fee (if any) Rs 6-00Travelling expenses (if chargeable) ✓Committee's Minute ✓Assigned ✓Fees applied for 9. Aug 1934Received by me, 19

Acting - Engineer Surveyor to Lloyd's Register of Shipping.

WED 7 AUG 1935

TUE 21 AUG 1934

B.S. 8.34

subject

Lloyd's Register

W1297-0079

Foundation