

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

(Received at London Office 10 AUG 1934)

Date of writing Report Aug 4th 1934 When handed in at Local Office 6th Aug 1934 Port of Cadix

No. in Reg. Book. 61699 Survey held at Cadix Date, First Survey Aug 1st Last Survey Aug 4, 1934 (No. of Visits two)

184 on the Machinery of the Wood, Iron or Steel St^m 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) Owners Ireixas Hermanos S.A. Owners' Address Barcelona Voyage

No. of Donkey Boilers Managers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

in Donkey Boilers Last Report No. Port

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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 1st 1934

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lbs. 0 inch

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? yes, and of the Donkey Boilers?

Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? not fitted, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Donkey Boiler? yes, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? No 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?

Has 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 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 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 & fastenings & 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, &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 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) 75/25-00 Fees applied for 9. Aug 1934

Special Damage or Repair Fee (if any) £ Received by me,

Travelling expenses (if chargeable) 75/6-00 19

Committee's Minute TUE. 21 AUG 1934

Assigned B.S. 8.34 subject

WED 7 AUG 1935

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

Probert

Lloyd's Register

Foundation

W1297-0079

Is a Certificate required? If so, to be sent to