

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

(Received at London Office)

Port of Barcelona

Report 13 April 1918 When handed in at Local Office

Date, First Survey 14 Feb Last Survey 23 March 1918

Survey held at Barcelona

on the Machinery of the Wood, Iron or Steel S.M. trawler Montserrat II ex Gibbar Master J Mas

Vessel built at Goolle By whom Goolle S.B. & Rep. Co Ltd When 1906 2

Engines made at South Shields By whom G.T. Grey When 1906

Boilers, when made (Main) FNB 12 1909 (Donkey)

Owners J Vidal y Barraquer Port Barcelona Voyage San Sebastian

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

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

CHARACTER.	Years Assigned and expired.	Machinery and Boiler Survey (including date of S.B., if any).
+ 100 A 1		+ LMC 3.15
S.M. trawler		+ FNB 12.09
1. 17		BS. 1.16
SS 13CL. 402.15		TSS 9.16

Particulars of Examination and Repairs (if any) LMC

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 not done.

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

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

Donkey " " "

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? yes good To what pressure were they afterwards adjusted under steam? 185 lb.

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes good, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? none fitted, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? yes good, and of the Donkey Boiler?

Screw shaft now been drawn and examined? no Is it fitted with continuous liner? or two liners? or is it without liners?

Screw shaft now been changed? If so, state reasons Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

Screw shaft has been drawn and the spare propeller shipped

will be done in Pasajes

work done - All parts of Machinery opened up with connections

examined Cylinders, pistons, slide valves, crank & thrust shafts

and bearings - Condenser, pumps, pump motion pumping

arrangement and sea connections, all found or put in

order

Screw shaft was not drawn for want of time in dry dock

will be examined in Pasajes and the spare propeller shipped

present one having a broken blade

Main boiler opened up examined and found or put in good

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. 0, 11, D.C.M.S. 0, 11, or L.M.C. 0, 11, 140 lb., F.D., &c.)

This vessel's Machinery and boilers are now in good working

condition Eligible to remain as classed with record of

LMC 3.18 to be made when the Screw shaft shall have been examined

Fee (per Section 28) Pounds 150 Fees applied for 25. 3. 1918

Damage or Repair Fee (if any) Received by me, 25. 3. 1918

Committee's Minute TUE. 14 MAY. 1918

signed Deferris BS 3.18 TUE. 16 MAR. 1920 FRI. OCT. 25. 1918 TUE. 21 OCT. 1919 FRI. 17 OCT. 1919

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

If so, to be sent to Lloyd's Register

order in plating, furnaces, c.c. stays, tubes, S.V. boxes, valves, seats and springs, manholes steam and other fittings. Furnace fronts and smoke boxes safety valves adjusted to working pressure —

The whole of the Machinery readjusted and put into good working Condition

Repairs now effected —

In the Boiler 17 screwed stays renewed — The mid furnace shows some corrosion at level of fire bars but it is not sufficient to require to be dealt with beyond clearing & extra zinc plates. — Some of the tubes are somewhat worn but in my opinion are good at least until next survey therefore I do not make any recommendation respecting them —

In the Machinery

High pressure and low pressure valve Spindles found somewhat worn — Renewed — Glands & neck bushes rebushed Crank shaft lifted dressed fair and upper brasses relined white metal.

The high pressure and intermediate pressure piston rods kned up and glands and neck bushes rebushed to suit.

The high pressure piston fitted with a new spring and the H.P. piston valve overhauled. A new bilge pump plunger and gland etc rebushed.

The new owners of this vessel are
La Sociedad Anonima Indusrias
Zubeta 40
San Sebastian
Manager M^r L. E. Neut

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.

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

No 3 due 2.18 now partly
old, to be completed at
Drapes.

This is submitted that
this vessel is eligible for
THE RECORD. BS 3.18.

It is recommended that this
vessel will be eligible for
the record. + LMC 3.18
when the screw shaft
has been examined
& the spare propeller
fitted.

HED
2/5/18



© 2020

Lloyd's Register
Foundation