

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

DEC 12 1938

(Received at London Office)

Date of writing Report Nov. 9th 1938

When handed in at Local Office

Port of MANILA, P. I.No. in Reg. Book Survey held at ManilaDate, First Survey Oct. 18th Last Survey Nov. 7th 1938

(No. of Visits)

73372 on the Machinery of the Wood, Iron or Steel Twin Sc "DON ESTEBAN"Tonnage (Gross 1616
Net 900)Vessel built at KielBy whom Frd. Krupp Germaniawft When 1936-12Nominal Horse Power 447Engines made at KielBy whom Fr. Krupp Germaniawft When

Boilers, when made (Main)

(Donkey)

No. of Main Boilers

Owners De la Rama S.S.Co., Inc.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port IloiloVoyage Inter-island

No. of Donkey Boilers

Managers E. H. Pirovano

Steam Pressure

in Main Boilers

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

in Donkey Boilers

Last Report No. 8061 Port 4 Kg.Particulars of Examination and Repairs (if any) CONT. SURVEY

(Periodical Surveys, when held, must be reported in detail and verbatim 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 ages 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 for this purpose, and why they were declined.

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

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

" " Donkey " " " "

this was not done, state for what reasons?

and 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?

state 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 screw shaft now been drawn and examined?

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 shaft now been changed? If so, state reasons

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

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

Is electric light and/or power fitted?

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

Sterboard Main Engine entirely dismantled including the crank shaft and the 5, 6, 7 & 8 Cylinders, liners, pistons, heads, valves, wrist pins, after section of crank shaft, crank pins and main bearings and starboard thrust shaft bearing and thrust block, pads being worn 11/1000ths. All being in good order and 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, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

In the opinion of the undersigned, the vessel is fit to continue as at present classed 100A1, and to have the record of SPECIAL SURVEY, be made in the Register Book in the case of this vessel when the survey has been completed.

Survey Fee (per Section 29) £80.00

Fees applied for

Special Damage or Repair Fee (if any) £

(per Section 29.)

Received by me,

Travelling expenses (if chargeable) £20.00

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Committee's Minute

FRI. 23 DEC 1938

FRI. 10 MAR 1939

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W161-0018

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