

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 _____ at _____ Port of MANILA, P. I.

No. in Reg. Book 73372 Survey held at Manila Date, First Survey Oct. 18th Last Survey Nov. 7th 1938
 on the Machinery of the Wood, Iron or Steel Twin Sc "DON ESTEBAN" (No. of Visits _____)

Tonnage (Gross 1616 Net 900) Vessel built at Kiel By whom Frd. Krupp Germaniawft When 1936-12
 Engines made at Kiel By whom Fr. Krupp Germaniawft When _____
 Nominal Horse Power 447 Boilers, when made (Main) _____ (Donkey) _____
 No. of Main Boilers _____ Owners De la Rama S.S.Co., Inc. Owners' Address _____
 No. of Donkey Boilers _____ Managers E. H. Pirovano (if not already recorded in Appendix to Register Book.)
 Steam Pressure _____ Port Iloilo Voyage Inter-island
 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 written 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 summarized at the end of the report. State also the date 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 _____

Starboard 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) £ : : _____

Travelling expenses (if chargeable) £20.00 : Received by me, _____

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 DEC 1938 FRI. 10 MAR 1939

Assigned As now subject As now subject

W161-0018

Answer Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to _____

Lloyd's Register Foundation