

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

(Received at London Office)

MAR 1933

Date of Survey Report 3. 3. 33 When handed in at Local Office 3. 3. 33 Port of *Marseilles*

No. in Survey held at *Marseilles* Date, First Survey 14. 1. 33 Last Survey 25. 2. 1933  
(No. of Visits 23)

Reg. Book No. *77801* on the Machinery of the *Wood, Iron or Steel* *S.S. "NAVEMAR"*

Tonnage Gross *3473* Vessel built at *Newcastle* By whom *Armstrong, Whitworth* When *1921-10*  
Net *3291* Engines made at *do* By whom *do* When *do*

Nominal Horse Power *548* Boilers, when made (Main) *1921* (Donkey) ☒

No. of Main Boilers *3* Owners *Cia Espanola de Nav* Owners' Address *Maritima S.A.* Port *Seville* Voyage *Genoa*

No. of Donkey Boilers ☒ Managers *do*

Steam Pressure in Main Boilers *180* If Surveyed Afloat or in Dry Dock *Yes* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ☒ (State name of Dock.) *Nº 1 D.D. Wet Basin*

Last Report No. Port

Particulars of Examination and Repairs (if any) *+ L.M.C. +*

(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.

Is a damage report made by anyone else? If so, by whom? *underwriters Surveyor*

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

Do. " 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 *P. 4. 2. 33. C. 30. 1. 33. S. 18. 2. 33.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes* To what pressure were they afterwards adjusted under steam? *180 lb / 10"*

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 the drain plugs of the Main Boilers? *✓* , and of the Donkey Boiler? *✓*

Did the Surveyor examine all the mountings of the Main Boilers? *yes* , and of the Donkey Boiler? *✓*

Has screw shaft now been drawn and examined? *no* 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? *no*

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 *2 1/2 m +*

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

*survey - the wing furnaces of the Starboard Boiler require to be faired as previously recommended.*

*See London letter "M" 11. 1. 33.*

*The Owners Superintendent stated that this would be done at a more convenient date.*

*Damage stated to have been caused by collision with the S.S. "Bernardin de Saint Pierre" whilst entering Marseilles on the 21<sup>st</sup> of December 1932 whilst on voyage from Barcelona to Marseilles.*

*Now done:-*

*Vessel placed in dry dock, propeller, aft end of tail shaft, sea fastenings, valves cocks examined found in good condition.*

General Observations, Opinion, and Recommendation:—The machinery of this vessel (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 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. 140 lb., F.D., &c.)

*As far as now seen is in an efficient condition & eligible in my opinion to remain as now classed with fresh Record of + L.M.C. 2. 33 when the survey is completed as stated*

Survey Fee (per Section 29) *+ L.M.C. Frs. 27.30*  
Boiler Rps *Fr. 7.80*  
Special Damage or Repair (if any) *Fr. 1.30*  
Travelling expenses (if chargeable) *Fr. 2.60*  
Total *Fr. 40.00*

Committee's Minute *FRI 24 MAR 1933*  
Assigned *+ L.M.C. Ind. 2.33*

*W. H. Waggott*  
Engineer Surveyor to Lloyd's Register of Ships  
TUE. 2 MAY 1933  
TUE. 26 SEP 1933  
TUE. 19 JUN 1934  
FRI. 23 NOV 1934

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



Examined cylinders, pistons, valves & other casings, crank  
thrust & intermediate shafts, condenser, main & auxiliary  
pumps & other connections, main steam pipes (in place) &  
electric fittings & placed in good condition  
all Boilers examined internally & externally with  
safety valves, mountings, manholes, doors & fastenings  
& placed in efficient condition  
all Boiler safety valves adjusted to pressure  
stated

### Damage. Repairs

Main condenser opened out & tested found  
satisfactory

Ballast & Bilge pumps overhauled & placed in  
good working condition

Minor repairs effected

### Repairs. Wear Tear

M.P. & L.P. bottom end brasses, bottom valves - Renewed

H.P. " " brass - Renewed

4 Thrust shoes - Renewed

2 small cracks drilled at ends on M.P. cylinder & also  
in L.P. valve chest.

Air pump Rod - Renewed

Plain tubes in all Boilers - Renewed

Centre Boiler :- 3 combustion chamber stays - Renewed

New Wain pump fitted on port side - pump  
tried on boilers & found working satisfactory  
Dia of pump 8". Dia of cylinder 10 1/2" Stroke 22"

Cast Iron propeller blades now changed for  
bronze blades, but hammer tested upon completion  
of fitting blades found satisfactory

W.H.W.