

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 20 APR 1946)

Date of writing Report 28th March 1946 When handed in at Local Office 28th March 1946 Port of Bilbao

Survey held at Bilbao Date. First Survey 5th March Last Survey 21st March 1946

on the Machinery of the (Wood, Iron or Steel) "MONTE ISABELA" (No. of Visits 8)

Gross 3615 Vessel built at Stockton By whom Repner S.B. & Co. Ltd. When 1921-3
Net 2096 Engines made at Stockton By whom Blair & Co. Ltd. When 1921

Final Power 358 Boilers, when made (Main) 1921 (Donkey) - 1921

Main Boilers 2 Owners Nansen Aznar S.A. Owners' Address -
Donkey Boilers 1 Managers - (if not already recorded in Appendix to Register Book.)

Pressure - Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Cas. Estalduana Port Voyage

Donkey Boilers 90 lb. (Supr.) (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Particulars of Examination and Repairs (if any) LMC

ical 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 age (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being mentioned in the body of the report, should be briefly summarised at the end of the report. State also the dates and details of any letters respecting this case.

Page cases where the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose, and why they were declined.

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? Yes

Donkey Yes

was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler 9th March - port B & donkey B. Present condition of funnel good

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb.

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lb.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Screw shaft now been drawn and examined? Yes 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? No

Shaft now been changed? No If so, state reasons

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?

Date of examination of Screw Shaft 18th March State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Renewed

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Light

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Work Done: Vessel placed in dry dock, propeller, stern bush, screw shaft (CL) sea connections and their fastenings examined.

Engines: All cylinders, pistons, valves and their faces and rods, crank, thrust and intermediate shafting, condensers, pumps and piping examined.

Essential steam pipes annealed and hydraulic tested.

Electrical installation examined and tested.

Boilers: Main and donkey boilers examined throughout with all valves and mountings. Safety valves adjusted as stated above.

General Observations, Opinion, and Recommendation: P.T.O.

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.)

The machinery of this vessel, so far as now seen, is in my opinion eligible to remain as classed with fresh record of LMC 3.46; TS (CL) 3.46.

Fee (per Section 29) Am. 2275.00 Fees applied for 6/4/1946

Damage or Repair Fee (if any) (per Section 29) £ 19.00 Received by me, 19

Expenses (if chargeable)

Committee's Minute TUES. 11 JUN 1946 + LMC 3.46

Signed S. 3.46

R. Zubizarra Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

W304-01576112

Machinery of the S/S "MONTE ISABELA"

→ Wear and Tear

Condensers :- cleaned and several tubes and
lenses renewed.

Centrifugal pump :- Steam cylinder lowered, piston renewed.

Port Boiler :- 2 stay tubes and 2 screw stays re-
newed.

Starb. Boiler :- 3 stay tubes and 21 plain tubes
renewed.

→
P. 3

2/2 9510-403M
W304-0156 2/2

