

Received at London Office

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No. in  
g. Book. Survey held at LA PALICE Date, First Survey and Last Survey 7-6-1960  
(No. of Visits 7)

|       |                   |                                     |  |                     |
|-------|-------------------|-------------------------------------|--|---------------------|
| nnage | Gross <i>2694</i> | Vessel built at <i>N. Newcastle</i> | By whom <i>N. Payne &amp; Co. Ltd.</i> | When <i>1915-11</i> |
|       | Net <i>2694</i>   | Engines made at <i>do</i>           | By whom <i>do</i>                      | When <i>1915</i>    |

|                   |   |          |                       |                   |   |     |
|-------------------|---|----------|-----------------------|-------------------|---|-----|
| of Main Boilers   | 2 | Owners   | Adamas C. C. Co. Ltd. | Owners' Address   | (if not already recorded in Appendix to Register Book.) | 432 |
| of Donkey Boilers | 1 | Managers |                       | Port of Departure | Voyage  |     |

am Pressure 180 lbs If Surveyed Afloat or in Dry Dock Los Pallice Particulars of Classification (which must be inserted  
a Main Boilers 180 lbs (State name of Dock.) Los Pallice precisely as in Register Book & Supplements).

|  |   |                               |
|--|---|-------------------------------|
| <p>Donkey Boilers <i>100</i></p> <p>1st Report No. <i>9190</i> Port <i>Bbo</i></p> | <p>CHARACTER.</p> <p><input checked="" type="checkbox"/> for Special Survey</p> <p>Date of last Survey and of Periodical Survey</p> <p>Machinery and Boiler Surveys (including date of N.B., if any).</p> | <p>Survey now authorized.</p> |
|--|---|-------------------------------|

|  |                  |                     |
|--|------------------|---------------------|
| particulars of Examination and Repairs (if any) <i>Part. MS.</i> | <i>+ 100 A 1</i> | <i>+ 64 C 6, 36</i> |
|--|------------------|---------------------|

periodical Surveys, when held, must be reported in detail and serialim 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 extent being indicated in the body of the report, should be briefly summarized at the end of the report. State also the

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?

Denkey

10. If this was not done, state for what reasons? As stated the S.S. was completed at Bilbao

to what special means, in the absence of internal examination, were adopted by the

Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? )

the latest date of internal examination of each boiler..... Present condition of funnel(s).....

d the Surveyor examine the Safety Valves of the Main Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? *Not adjusted*

Did the Surveyor examine the Safety Valves of Donkey Boiler? ..... To what pressure were they afterwards adjusted under steam? *Not adjusted*

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

1 the Surveyor examine the drain plugs of the Main Boilers? ..... ✓ ..... , and of the Donkey Boilers? ✓

2 the Surveyor examine all the mountings of the Main Boilers? ..... ✓ ..... and of the Donkey Boilers? ✓

Is it fitted with continuous liner? ☒ Is an approved appliance fitted at the after end of

shaft new been changed? ☒ If so, state reasons \_\_\_\_\_

Is 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? ☒

to 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. *11 feet*

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

Did the Surveyer examine the generators, motors, switchgear, cables and fuses? \_\_\_\_\_

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

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

examined and those mentioned hereunder. As stated the survey will

completed at first convenient opportunity.

OK DONE. Pumping assemblies examined and found in good condition

*General Observations, Opinion, and Recommendation:*—*The machinery of this vessel is*  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessels machinery in the Register Book; consequent upon this survey, and also add observations, if any, that are applicable to all, some or all of the classes.)

any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, B.S. 9,11, B.M.A.B. 9,12, & M.A.B. 9,12, or R.L.M.C. 140 D., E.D., etc.)

CS 8,34,

as at present, is in good condition and is eligible, in my opinion, to remain as classed and to have a best record of 4 LMC. 45. with

Available date on completion of the survey.

Form No. 1 (prescription on) *Pt 45 2350* Fees applied for ( )

Special Damage or Repair Fee (if any)..... £ 14. 6. 1940  
£ 350.-

(per Section 20.)

Travelling expenses (if chargeable)..... £ 10

Received by me, ✓ 10

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned / Deferred

\_\_\_\_\_



Vessel sunk.  
Submitted to action  
required.

JP

16/8/20



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Foundation