

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

Date of writing Report 26th August 1936 When handed in at Local Office 26th August 1936 (Received at London Office 3 SEP 1936)

No. in Book 519 Survey held at Barcelona Date, First Survey Nothing Last Survey 21st Aug. 1936 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel K. "FRANCISCO"

Age Gross 328 Net 159 Vessel built at Selby By whom Bochane & Son Ltd. When 1915 9.

Engines made at Hull By whom C.D. Holmes & Co Ltd. When 1915 (Donkey) ☒

Boilers, when made (Main) 1915 Owners Irexis Hermanos S. A. Owners' Address Port Barcelona Voyage Travelling

of Main Boilers 186 Managers Barcelona If Surveyed Afloat or in Dry Dock Barcelona (State name of Dock.)

Donkey Boilers ☒ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on sides being detailed in the body of the report, should be separated from Repairs due to other causes; and dates 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

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " " ☒

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? ☒

What is the latest date of internal examination of each boiler? ☒

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 the 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? ☒

Has the 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? ☒

What is the 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. 7 1/2 in.

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

How done:— Vessel placed in dry dock. Propeller and underwater fastenings examined, wear down as above.

Notice of MS, BS & Screwshaft Survey dated 7.36 was given but the Bureau representative stated that owing to the civil war in Spain the vessel is urgently required in service and nothing can be done towards the surveys under existing circumstances. It is hoped that it may be possible to hold the BS on the vessel's return to Barcelona in about six weeks and survey the screwshaft at the next dry docking in four or five months.

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.)

The machinery of this vessel as far as now seen is in safe working condition and, in my opinion, is eligible to remain as classified without fresh record of survey.

Fee (per Section 29) £ : : Fees applied for

Additional Damage or Repair Fee (if any) (per Section 29.) £ : : 19

Printing expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUE. 15 SEP 1936

Signed FRI 12 FEB 1937

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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