

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

(Received at London Office

28 NOV 1933)

Date of writing Report 25/11/30. 19 When handed in at Local Office 25/11/30. 19 Port of GENOA

No. in Reg. Book. 66578 Survey held at GENOA Date, First Survey 17/11/30 Last Survey 23/11/30 19 (No. of Visits Four)

on the Machinery of the WATERLOO Steel Sc. "C A B O P A L O S"

Tonnage { Gross 6342 Vessel built at Bilbao By whom Cia. Euskalduna de Const When 1927-1
 Net 3798 Engines made at Augsburg By whom Maschfbk Augsburg- When 1927
 Nominal Horse Power 438 Boilers, when made (Main) - (Donkey) 1925

No. of Main Boilers - Owners Ybarra & Co. Owners' Address Buenos Aires
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Seville Voyage Buenos Aires
 Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat Genoa Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers 85 lb.

st Report No. 11641 Port B. AsParticulars of Examination and Repairs (if any) MACHY REPAIRS.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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

Do, " Donkey " " " " " D.B.S. not due.

Is 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?

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? 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 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?

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Vessel afloat.

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

NOW DONE:- At Owners' request examined the main engine bedplate in way

No.6 main bearing from AFT. This was found cracked from the bottom in a centre line with en-

and had been previously temporarily repaired (stated Buenos Ayres). The crack on the forward and

er sides had at this time extended and recommendations were made for the bedplate to be stiffened

fitting steel plates for approximately the full width of bedplate on the fore and after sides,

being secured by stays and four bolts. The full details of the repairs now carried out are

on attached sketch. The repair is of a very substantial nature and in my opinion, the main

lines, so far as now seen, are in an efficient condition.

The repairs should, however, be again examined on the vessel's

return to Genoa from the present voyage, and the Owners have been informed of this recommendation by

letter 4 copy of which is attached.

Machinery generally examined and found good.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, 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, D.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

is in good condition and eligible, in my opinion, to remain as classed without fresh record of

vey, subject to the main engine bedplate in way of No.6 bearing from aft being examined on the

el's return to Genoa from the present voyage.

Fee (per Section 29)..... Lit. 550.-

Damage or Repair Fee (if any)..... £ : :
 (per Section 28.)

ing expenses (if chargeable)..... " £ 50.-

Sunday Fee " 200.-

mittee's Minute/ TUE. 9 DEC 1933

Assigned

Fees applied for

25/11/30.

Received by me,

19

FRI. 15 MAY 1937

TUE. 11 AUG 1937

FRI. 27 NOV 1937

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 23 FEB 1932

FRI. 8 APR 1932

Lloyd's Register
 Foundation

W438-0330