

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

(Received at London Office 31 MAR 1931)

Date of writing Report 28. 3. 1931 When handed in at Local Office 28. 3. 1931 Port of BILBAO

No. in Survey held at BILBAO Date, First Survey 25. 9. 29 Last Survey 17. 3. 1931 (No. of Visits 23)

6568 on the Machinery of the Wood, Iron or Steel SC. "CABO CULLERA"

Gross 2246 Vessel built at Middlesbro' By whom R. Dixon & Co When 1892. 12

Net 1506 Engines made at Stockton. By whom Blair & Co. Ltd. When 1892.

Nominal 323 264 Boilers, when made (Main) 1898 (Donkey) N.D.B. '09.

of Main Boilers 2 S.B. Owners ybarra & Co. Owners' Address As recorded (if not already recorded in Appendix to Register Book.)

of Donkey Boilers 1 Managers Port Sevilla Voyage

Main Pressure 160 lbs If Surveyed Afloat or in Dry Dock Afloat & Nerrion O.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 lbs 100 (State name of Dock.)

Last Report No. Port L.M.C. & Machinery Modification.

Particulars of Examination and Repairs (if any) L.M.C. & Machinery Modification.

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?

Was 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? Yes

Do. " Donkey " " " Yes

If this was not done, state for what reasons?

And 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? Yes To what pressure were they afterwards adjusted under steam? 160 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 75 lbs as requested.

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

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

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

Is screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Stern bush rewooded.

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

How done:- Examined Propeller, tail shaft, stern bush, sea connections and fastenings, cylinders, pistons, slide valves, crank, thrust & tunnel shafting, air, feed, circulating & bilge pumps & valves, pumping arrangements & auxiliaries. Condenser cleaned & tested.

Modifications. Engines altered to triple expansion by fitting new H.P. tandem cylinders 21 5/8" dia. over old H.P. cylinders, as per approved plan dated 10.5.29. The new cylinders have been examined & satisfactorily tested to 320 lb water pressure. New H.P.-M.P. piston rod fitted (forging certificate herewith). New intermediate steam stop valve tested to 320 lb water pressure & fitted on new H.P. cylinder. New main steam steel pipes & new main & aux. feed copper pipes tested to rule water pressures & fitted in place.

Repairs:- Stern bush rewooded, Condenser cleaned, the main bearing top half P.T.O.

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 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, or L.M.C. 9,11, 140 lb., F.D., &c.)

is in good order & eligible in my opinion to remain as classed with Fresh

work of L.M.C. 3.31. T.S. 3.31 & notation T.3 Cyls. 21 7/8" x 38" x 71" - 45" & 2 S.B.

N.B. '98 refitted 3.31. Total H.S. 4640. sq. ft. G.S. 6409. sq. ft. 60 ft. 160 lbs. 323. N.H.P.

Survey Fee (per Section 29) £1000. Fees applied for 24/3/31

Special Damage or Repair Fee (if any) £: Received by me, 24/3/31

Travelling expenses (if chargeable) £51.

Committee's Minute FRI. 17 APR 1931

Assigned + L.M.C. 3.31

to Engine Room + N.B. 98 refitted 3.31

FRI. 11 SEP 1931

Lloyd's Register Foundation

W469-0285

CERTIFICATE WRITTEN

FRI. 11 SEP 1931

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CABO CULLERA.

Boilers:- The two main boilers removed & 2 Single ended boilers ex
S.S. "Guclaria" now satisfactorily fitted aboard. These boilers have
been examined, scatchings checked & found according to F.B. report
Newcastle No 36709 (S.S. "Victorious.") Some minor repairs effected
as under, & boilers tested on completion to 240 lbs. water pressure,
& found tight & sound.

Repairs:- P. boiler:- 23 Comb. Chamber stays renewed & 40 tubes
renewed. Some minor defects made good by electric welding.
S. boiler. 9 Comb. Chamber stays renewed & 25 tubes renewed
Some minor defects made good by electric welding.

Donkey Boiler:- Examined throughout and mountings.

Repairs. Defective part of wet uptake cropped & renewed.
Riveted patch fitted over crown plate, in way of main steam
stop valve chest, where wasted. On completion boiler
satisfactorily tested by water pressure of 150 lbs. & found tight
& sound.

Safety valves of Main Boilers adjusted to 160 lbs pressure &
of Donkey Boiler to 75 lbs pressure as requested.

For G. J. Thomas, T. C. Kendall & Self.

G. J. Thomas