

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

(Received at London Office)

6 AUG 1929

Report August 15, 1929 When handed in at Local Office August 15, 1929 Port of Bilbao  
Survey held at Bilbao Date, First Survey April 29, Last Survey May 28, 1929 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. "CABO CULLERA"  
Class 2246 Vessel built at Middlebro' By whom T. Dixon Co. When 1882-12  
No. 1506 Engines made at Stockton By whom Blair & Co. When 1882  
No. 269 Boilers, when made (Main) 1882. (Donkey) NDB 09  
Boilers 208 Owners Jhara Co. Owners' Address  
Boilers 106 Managers Port Seville Voyage  
If Surveyed Afloat or in Dry Dock River Nervion  
(State name of Dock.)

Report No. Port Commencement  
Particulars of Examination and Repairs (if any) LMC  
Surveys, when held, must be reported in detail and seriation in the terms of the Rules. State clearly the pairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and any damage detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.  
In cases where the Surveyor has not made a special damage report he is required to state whether he is qualified for this purpose, and why they were declined?  
Has a special damage report been made by anyone else? If so, by whom?  
Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Below

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Assigned now required.	Machinery and Boiler Surveys (Including date of N.B., if any).
F100 A1 during		F2MC 1124
At Bilbao forward		BS 11.27
11.27		TS 11.27
S.S. Bbs 3rd MS-6, 20		NDB 09
S.S. Bbs 7th 1-24		

Done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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 you examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam?

Did you examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam?

Did you examine all the manholes, doors and their fastenings of the Main Boilers?  , and of the Donkey Boiler?

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

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

Has the shaft now been drawn and examined?  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?

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

When the survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete Survey remained to be carried out.

Now done: The existing boiler of this vessel examined throughout without safety valves, doors & mountings. The tubes were found to be generally in bad condition & recommended to be renewed throughout, also some tracks were found in the end plates & recommended to be dealt with. All combustion chamber bottom plates drilled. The lower part of the boiler externally was not accessible. It is also considered advisable that the shells of the boiler in way of the common uptakes should be examined if the boiler are to be used again.

The boiler of the ex "Guetaria" were also partially examined at the request of the above owner, with a view to ascertaining the approximate cost of repairs. It was possible only to partially examine the P.10

Observations, Opinion, and Recommendation:— The machinery of this vessel, as to 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, (I.D., &c.)  
Now seen, is in the stated condition and will be further reported on.

Section 25)..... £  
or Repair Fee (if any)..... £  
Section 25.)  
Fees (if chargeable)..... £  
FRI. 23 AUG 1929  
Fees applied for  
19  
Received by me,  
19  
FRI. 27 SEP 1929  
FRI. 4 OCT 1929  
TUE. 8 OCT 1929  
FRI. 17 APR 1931  
W 469-0324  
Lloyd's Register Foundation

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

IRON S.S. 'CABO COLLERA'

boilers owing to the condition & situation, the lower portions being full of water. At this postural examination it was recommended that the centre C. Chamber back plates in both boilers should be propped, & renewed, also that the Port C. Chamber of one boiler should be similarly dealt with. These renewals were recommended owing to the condition of joints repairs & the excessive amount of electric welding. The proposal is to fit these boilers in the 'Cabo Collera'. The plans for the proposed alteration to the existing machinery of this vessel, have been approved, & we understand the whole matter is still under consideration by the owners.

Wm. S. Thomas

N.B. - If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

At due 6:28 said up.  
At due 11:28 party held.  
The owners are considering the question of replacing the existing fittings with boilers by SS Guelaria (See endorsement 7/5/29)  
It is submitted action be deferred.

W.S.T.  
2/5/29



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WRITE ACROSS THE MARGIN.

OF THE SURVEYORS AND