

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

(Received at London Office)

Date of writing Report 1st March 1937. When handed in at Local Office 19 Port of Bilbao

No. in Reg. Book. 74033 Survey held at Bilbao Date, First Survey 1st February Last Survey 26th February 1937.
(No. of Visits 4)
on the Machinery of the Wood, Iron or Steel S/S. "GUERNICA"

Tonnage Gross 3109 Vessel built at Bilbao By whom Sra. Anon Astilleros del Nervion When 1920-5
Net 1865 Engines made at Bilbao By whom Astilleros del Nervion When 1920
Nominal Horse Power 352 Boilers, when made (Main) 1920 (Donkey)
No. of Main Boilers 3 Owners Rueda Maritima, S.A. Owners' Address Las Arenas
No. of Donkey Boilers 1 Managers Las Arenas Port Bilbao Voyage H.R.
Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Yes in River
(State name of Dock.)

Last Report No. 4422 Port Bel

Particulars of Examination and Repairs (if any) Boiler Survey

Periodical Surveys, when held, must be reported in detail and verbatim 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 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.

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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this 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?

State latest date of internal examination of each boiler. Port & Centre M. Boilers 1-2-37. Starboard M. Boilers 11-2-37. Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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

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

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

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

Has the screw shaft now been drawn and examined? Yes 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?

State 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

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

Now done:- The three main boilers opened out & examined throughout, their safety valves & all mountings opened out (ground in) & examined.

The safety valves of the three main boilers adjusted under steam pressure to 180 lbs. & all boilers examined under steam, satisfactory.

Repairs now carried out.

3 plain tubes of the centre main boiler removed.

All main condenser tubes removed, cleaned retubed packed & tested.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as far as now examined is in a good & satisfactory condition, eligible in my opinion to remain as cleared, with fresh bottom and of B.S. 2-37.

(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, R.&M.S. 9,11, & L.M.C. 9,11, or CS 3,34.)

Fee (per Section 29) 230 Fees applied for 1-3 1937

Damage or Repair Fee (if any) 4 Received by me, 19

Printing expenses (if chargeable) 4

Committee's Minute WED 31 MAR 1937

Signature Refered for Comp Ind No. 1

B.S. 2.37 LMC

CERTIFICATE WRITTEN. 31/3/37

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now or expired.	Machinery and Boiler Surveys (including date of N.B. if any).
+100A1. 3-35.		+LMC.
S.S. 136 N° 3. 3-32.		M.S. 3-36.
		B.S. 9-35.
		T.S. 3-35.



Surveyed
Tons
Society
and
Register
TECHNICAL
been
Account
be made

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

Is a certificate required? If so, to be sent to



BS due 9.36 here.

It is submitted that
this case is eligible for
THE RECORD. BS 2.37.

PH
12/7/37.



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