

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

4 MAR 1936

(Received at London Office)

Date of writing Report 27 FEB 1936 When handed in at Local Office LIVERPOOL Port of LIVERPOOL

No. in Reg. Book 24319 Survey held at Liverpool Date, First Survey 11.2.36 Last Survey 24.2.1936 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel T.S.S. 'El Paraguayo'

Tonnage Gross 8508 Net 5161 Vessel built at H. Hartlepool By whom Jarvis S.B. & D.D. Co. Ltd. When 1912-4

Nominal Horse Power 1042 Engines made at Hartlepool By whom Rich^{ms}, Hartpath & Co. Ltd. When 1912-4

No. of Main Boilers 65 Boilers, when made (Main) 1912-4 (Donkey)

No. of Donkey Boilers 1 Owners Houlder Line, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 Managers (if not already recorded in Appendix to Register Book.)

in Donkey Boilers If Surveyed Afloat in Dry Dock Langton D.D. Port Liverpool Voyage (if not already recorded in Appendix to Register Book.)

(State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(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 Rpt. to follow

Was a damage report made by anyone else? If so, by whom? Messrs. Roscoe & Little.

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

" " Donkey " " "

If this was not done, state for what reasons? B.S. not due

And what parts of the Boilers could not be thus thoroughly examined? _____

Also 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 _____ Present condition of funnel(s) good

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?

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 3/16" P.T.S.

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. complete.

Damage stated through grounding at R. Plate, Jan. 2, 1936:— Vessel dry docked, propellers & fastenings of sea conn^s examined. Sea cocks & valves examined. P.S. main condensers tested, 16 tubes in stb. & 50 in port condenser renewed & several stay nuts re-jointed. Sanitary pump opened out, bucket chas. bored, bucket rings & rods renewed. Port propeller cone missing, now renewed, & both propellers blade nuts tested. Stern glands re-packed.

Damage stated through stress of weather, from Jan. 24 to Feb. 9, 1936:— Port I. P. ahead guide plate re-jointed; holding down bolts of P.S. main engines tested, 5 bolts renewed; tank cushion pipe to new ballast tank, in engine room, renewed; steam pipe to steering engine, in S. tunnel, re-traced; S. throat water service pipe broken, now renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now eligible to remain as classed, in my opinion, without fresh record.

Survey Fee (per Section 29) £ : :
 Special Damage & Repair Fee (if any) £ 5 : 5 :
 Travelling expenses (if chargeable) £ : :
 Committee's Minute LIVERPOOL
 Assigned Deferred

Fees applied for
 19 _____
 28 Feb 1936
 Received by me,
 P. Gourent
 9-4-36
 - 3 MAR 1936
 FRI. 23 OCT 1936
 W514-0148

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 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation

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