

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

(Received at London Office)

Date of writing Report 15<sup>th</sup> February 1938 When handed in at Local Office 19 Port of Bilbao  
 No. in Survey held at Bilbao Date, First Survey 3<sup>rd</sup> February Last Survey 14<sup>th</sup> February 1938  
 (No. of Vessels 4)  
75549 on the Machinery of the Wood, Iron or Steel S/S. GASTELU  
 Gross 3272 Vessel built at Cádiz By whom Eckermann & Larrañaga When 1921-8  
 Net 2102 Engines made at Greenock By whom J. S. Kincaid & Co When 1921  
 Nominal Horse Power 411 Boilers, when made (Main) 1921 (Donkey) 1921  
 No. of Main Boilers 2 Owners Cia Naviera Suisperana Owners' Address As ordered  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers ✓ Port San Sebastian Voyage Germany  
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Yes  
 (State name of Dock.) Cia Compadre  
 No. of Donkey Boilers 100

Last Report No. PortParticulars of Examination and Repairs (if any) by J. S. Kincaid & Co.

Periodical Surveys, when held, must be reported in detail and serially 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 details 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

" " Donkey " " " Yes

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 P.M.B. 3-2-38. S.M.B. 5-2-38. D.B. 8-2-38.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

Is a 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? ✓

Is a shaft now been changed? ✓ If so, state reasons ✓

Is 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 1/2

Is electric light and/or power fitted? ✓

Engine parts, when referred to by numbers, should be counted from forward.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

How done:- Vessel placed in dry dock, propeller & all outside fastenings examined. All Sea valves & cocks opened out ground in & examined.

Both main boiler & the donkey boiler opened out & examined throughout, all their Safety valves & mountings opened out ground in & examined.

All the Safety valves of both main boiler adjusted under steam pressure to 180 lb. & those of the donkey boiler to 100 lb. Both main boiler & the donkey boiler examined under steam pressure.

Repairs now carried out. Port main boiler. Local wastage in two lower back combustion chamber plates built up by electric welding process.

Starboard main boiler. Local wastage at front end of starboard lower furnace built up by electric welding process.

General Observations, Opinion, and Recommendation: The Machinery of this vessel as far as now

(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, & L.M.C. 9, 11, or

\*L.M.C. 140 lb., F.D., &c.)

CS 3, 34,

Seen is in a good & satisfactory condition, eligible in my opinion to remain as classed, with fresh record of B.S. 2-38.

Survey Fee (per Section 29) 34.0  
 Special Damage or Repair Fee (if any) ✓  
 Travelling expenses (if chargeable) ✓

Fees applied for 15-2 1938  
 Received by me, 19

Ignacio de Muntiozabel

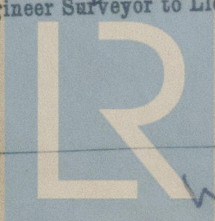
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 4 MAR 1938

Assigned

BS 2.38



Lloyd's Register  
 WS28-0184

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

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