

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

(Received at London Office 11 JAN 1937)

Date of writing Report 6th January 1937 When handed in at Local Office 6th January 1937 Port of Barcelona

No. in Reg. Book 4319 Survey held at Barcelona Date, First Survey 4th January Last Survey 5th January 1937  
 (No. of Visits 12)

4882 on the Machinery of the Wood, Iron or Steel Wine "Ciudad de Barcelona"

Tonnage Gross 3946 Net 2266 Vessel built at Monfalcone By whom Cant. Nav. Cristino When 1929-8

Nominal Horse Power 422 Engines made at Copenhagen By whom W. Burmeister & Wain When 1929  
 Boilers, when made (Main) (Donkey) 1929

No. of Main Boilers 1 Owners Ciudad de Barcelona Owners' Address WRECK DOCK  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers Port Valma de Mallorca Voyage

Steam Pressure in Main Boilers 100 lbs If Surveyed Afloat or in Dry Dock Barcelona (State name of Dock.)

in Donkey Boilers 100 lbs

Last Report No. 373 Port Val.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1 with</u>		<u>+LMC</u>
<u>pluboard 2-36</u>		<u>CS 7.34</u>
		<u>7.35</u>
<u>SS Bel No 1-34</u>		<u>DBS 8.35</u>
		<u>CL 8.35</u>

## Particulars of Examination and Repairs (if any) DBS

(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?

Do " " Donkey " " " " " " Yes

If this was not done, state for what reasons?

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 5th January 1937 Present condition of funnel(s)

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? Yes To what pressure were they afterwards adjusted under steam? 100 lbs

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

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

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 date of examination of Screw Shaft Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Afloat

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

Is electric light and/or power fitted? Yes

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

How done:-

Donkey boiler examined internally and externally with its safety valves, doors and mountings, and safety valves adjusted under steam as above.

Copy of Internia Certificate B1 (Span) forwarded herewith.

## General Observations, Opinion, and Recommendation:—The machinery of this vessel of

(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 L.M.C. 149 lb., F.D., &c.)

far as now seen is in safe working condition and is eligible, in my opinion to remain as classed and to have fresh record of DBS 4.37

Survey Fee (per Section 29) £ 120 Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ : £ 125

Travelling expenses (if chargeable) £ : £ 19

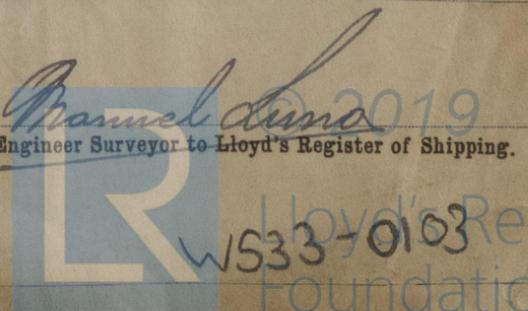
Received by me, Acting Engineer Surveyor to Lloyd's Register of Shipping.

FRI. JAN 15 1937

FRI 27 AUG 1937

Committee's Minute

Assigned DBS 1.37



If so, is the Report sent now, or when will it be sent?

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

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

DBS due 8.36 hdd.

It is submitted that  
this vessel is eligible for  
THE RECORD, DBS 1.37.

L.H.  
14/1/37.



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