

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

(Received at London Office)

18 APR 1931

Date of writing Report April 17 1931 When handed in at Local Office April 17 1931 Port of Halifax

No. in Survey held at Halifax Date, First Survey 7 Last Survey Feb 3rd 1931

4148 on the Machinery of the ~~Wood, Iron or Steel~~ SS. "ANSELMA de LARRINAGA" (No. of Visits 1)

Gross 5955 Vessel built at Sunderland. By whom Short Bros Ltd When 1914. 5

Net 3760 Engines made at Stockton By whom Blair & Co Ltd. When 1914

Nominal 624 Boilers, when made (Main) 1914 (Donkey) 1914

orse Power } 3 Owners Miguel de Larrinaga & Co. Ltd. Address (if not already recorded in Appendix to Register Book.)

o. of Main Boilers 1 Managers Larrinaga & Co Ltd. Port Liverpool Voyage Laid up.

o. of Donkey Boilers 220 If Surveyed Afloat or in Dry Dock Afloat River Fal Particulars of Classification (which must be inserted  
eam Pressure- in Main Boilers 130 (State name of Dock.) precisely as in Register Book & Supplements.

Last Report No. 2226 Port Gal

Particulars of Examination and Repairs (if any) Pt BS.

*Periodical surveys, when held, must be reported in detail and serialism 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	"	"	"	"
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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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Centre 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? Centre boiler, 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? Centre boiler, and of the Donkey Boiler?

Has screw 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 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *Vessel afloat*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the Survey the Port & Starboard main boilers & the donkey boiler remain to be examined in their entirety & all safety valves adjusted. The lower manhole doors of the centre boiler have been renewed but not examined on completion of fitting. It is understood that the Survey will be completed when vessel recommissions.

Centre main boiler examined internally & externally with its safety valves & mountings. The lower man hole doors are being renewed.

General Observations, Opinion, and Recommendation:—The machinery of this vessel  
(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, or \* L.M.C. 9,11,  
140 lb., &c.)  
is eligible in my opinion to remain as classed.  
The Record of B.S. (with date) being deferred until  
the Survey is completed

Survey Fee (per Section 28).....	£	:	:	Fees applied for
				19
Special Damage or Repair Fee (if any)..... (per Section 28.)	£	:	:	
Travelling expenses (if chargeable).....	£	:	:	Received by me,

Committee's Minute FRI. 1 MAY 1933

Assigned

Fees applied for

19

Received by me,

19

FRI. 6 NOV 1937

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 26 AUG 1932

28 AUG 1932  
Lloyd's Register  
referred to  
Foundation

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

7610-619N



TUE. 5 SEP 1933

*Deferred*

TUE. 13 MAR 1934

*Deferred*  
*Will not require*  
*Write 9/9 in meantime*  
*Ho*

FRI. 20 APR 1934

*To be broken up*

*Write over*  
*Ho (copy)*  
*Lloyd*

*ML*

N.B. This Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to read the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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