

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

18 APR 1931

(Received at London Office)

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

No. in Survey held at Falmouth Date First Survey 9 Last Survey Feb 3rd 1931

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

Gross Tonnage 5955 Vessel built at Sunderland. By whom Short Bros Ltd When 1914.5

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

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

No. of Main Boilers 3 Owners Miguel de Larrinaga SS Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Larrinaga & Co Ltd. Port Liverpool Voyage Laid up.

Team Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock Afloat River Fal Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 130

Last Report No. 2226 Port Fal

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

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

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? Centre boiler only

Do. " Donkey " " " " " ✓

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 manhole doors are being renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to remain as classed. The Record of BS (with date) being deferred until the Survey is completed.

Survey Fee (per Section 28).....	£	Fees applied for	10
Special Damage or Repair Fee (if any) (per Section 28.).....	£	Received by me,	10
Travelling expenses (if chargeable).....	£		

Committee's Minute FRI. 1 MAY 1931

Assigned Deferred for Comp. BS

FRI. 6 NOV 1931

FRI. 26 AUG 1932

Deferred

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned, how long expired.	Machinery and Boiler Survey (including date of N.B., if any).
<u>+100 Al S/Ler</u>		<u>+LIME.</u>
<u>Dk with feed.</u>		<u>MS. 2.27.</u>
<u>8-29.</u>		<u>MBS. 10.28.</u>
<u>SS Hul No 3227.</u>		<u>DBS. 3.29.</u>
		<u>CL 12.28</u>

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

W619-0197



TUE. 5 SEP 1933

Deferred *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.

TUE. 19 MAR 1934

Deferred *will not require*
Write *9/9 in the margin*
ML

FRI. 20 APR 1934

To be broken up
Write over
the copy
Claydon
ML

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.