

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

(Received at London Office)

21 MAR 1925

Date of writing Report 12<sup>th</sup> March 1925 When handed in at Local Office 10 Port of Hamburg

No. in Survey held at Hamburg Date, First Survey 7<sup>th</sup> March Last Survey 10<sup>th</sup> March 1925  
(No. of Visits 3)

6670 on the Machinery of the Wood, Iron or Steel Sc. S. "CISNEROS"

Gross Tonnage 1727 Net 1015 Vessel built at Lubeck By whom Shippers. Henry Koch When 1912

Nominal Horse Power 210 N.H.P. Engines made at Altona By whom Heusen Maschf. When 1912

No. of Main Boilers 2 S.B. Owners Mac Andrews & Co. Ltd. Port London Voyage London

No. of Donkey Boilers 1 Managers ✓ If Surveyed Afloat or in Dry Dock in dry dock  
(State name of Dock.) Hilbers West

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) dam. rep. & T.S.

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 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 not required

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 " " " " " ✓

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? ✓ 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 Boiler? ✓

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? yes Is it fitted with continuous liner? no 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? no If so, state reasons ✓

Is the shaft now fitted new? no 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? 3 1/4

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

At request of the owners representative examined the vessel in dry dock for damage

alleged sustained to Propeller by catching a buoy rope in the Propeller at Cartagena on

the voyage from Hamburg to Hamburg 26<sup>th</sup> 8. 24 till 30<sup>th</sup> 10. 24, but found in order after

following damage repairs had been carried out:

Damage repairs carried out.

Old Propeller, which was broken on tip, removed, tail shaft drawn and examined, also

the stern bush with oil gland overhauled and the spare Propeller fitted.

Further examined sea connections opened out and their fastenings and found in order.

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

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

149 lb., F.D., &c.)

seen, appears to be in good condition and eligible in my opinion to remain as classed

in the Soc. Reg. Bk. with fresh record of "TAIL SHAFT SEEN - 3.25" (09)

Survey Fee (per Section 28) 3.0.0 Fees applied for 13.3.1925

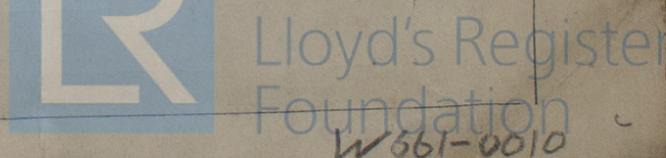
Special Damage or Repair Fee (if any) 0 Received by me, 10

Travelling Expenses (if chargeable) 0.5.0

Committee's Minute FRI. 27 MAR 1925 Assigned As now

V. J. Harwick  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 24 APR 1925  
FRI. 22 MAY 1925



Lloyd's Register  
Foundation

W 661-0010

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

Damage through fouling a wire rope  
hull & shaft examined propeller unwound  
minor repairs effected.

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

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

S. 3. 25

*[Signature]*  
23/3/26.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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