

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

(Received at London Office

21 MAR 1925

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

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

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

Gross 1727 Vessel built at Lübeck By whom Schiffsw. Henry Koch When 1912

Net 1015 Engines made at Altona By whom Offensm. Maschf. When 1912

Nominal 210 N.H.P. Boilers, when made (Main) 1912 (Donkey)

orse Power 25 B. Owners Mac Andrews & Co. Ltd. Port London Voyage London

o. of Main Boilers 2 S. B. Managers

o. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock in dry dock

eam Pressure 185 lb. (State name of Dock.) Hülshausen Werft

in Main Boilers in Donkey Boilers

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?

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Year Amended or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 with		L.M.C. 7.21
freeboard 9.24		B.S. 9.24
SS. Ham N. 3-7.21		T.S. (C4) 10.22

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 26th 8. 24 till 30th 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 sternbush 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, B.S. 9.11, E.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

new, 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" (OG)

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

Special Damage or Repair Fee (if any) (per Section 28.) } £ 0.5.0 Received by me, 19

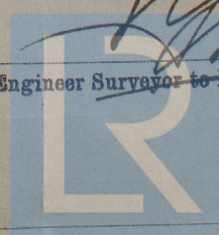
Travelling Expenses (if chargeable) } £ 0.5.0

Committee's Minute FRI. 27 MAR 1925

Assigned As now

FRI. 24 APR 1925
FRI. 22 MAY 1925

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W661-0010

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

Damage through fouling a wire rope
hull & examined propeller unruled
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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