

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

(Received at London Office)

JUL -4 1940

BARRY.

Date of writing Report 3/7/1940 When handed in at Local Office 8/7/1940 Port of BARRY.

To. in Survey held at BARRY. Date, First Survey 6/6/40 Last Survey 27/6/1940
(No. of Visits 8)

OST on the Machinery of the Wood, Iron or Steel 3/5 SANTA MARGARITA

Gross 4919 Vessel built at BLUTH By whom COWPEN D.D. & S.B. Co. L^{td} When 1928-10
Net 3054 Engines made at STOCKTON By whom BLAIR & Co. (1926) L^{td} When 1928

Donkey Power 507 Boilers, when made (Main) 1928 (Donkey) ✓

of Main Boilers 3 Owners CIA. PRIMERA DE NAV. L^{td} Owners' Address ✓
(if not already recorded in Appendix to Register Book.)

of Donkey Boilers ✓ Managers ✓ Port PANAMA Voyage ✓

Pressure 180 lb Main Boilers 180 lb If Surveyed Afloat AND in Dry Dock COMMERCIAL & BARRY Particulars of Classification (which must be inserted
(State name of Dock.) DOCKS precisely as in Register Book & Supplements).

Donkey Boilers ✓

Previous Report No. Port

Particulars of Examination and Repairs (if any) DAM, IS & BS

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 details 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.

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 offered, not required.

Is a damage report made by anyone else? If so, by whom? Underwritten Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey " " " "

Why was not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

What was the latest date of internal examination of each boiler (PORT & SIBO) 10-6-40, (CRE) 15-6-40

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lb/10"

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? yes , and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? yes 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? no

Has the shaft now been changed? no If so, state reasons ✓

Has the shaft now been 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? ✓

What was the date of examination of Screw Shaft 7-6-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 7/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Damage stated to have been caused by rising steam and working engines at very short notice on vessel leaving Boulogne on 21st May 1940 during enemy action.

Now Done: propeller and all outside fastenings examined
tail shaft drawn in, examined and found in order.
HP, IP & LP cylinders, pistons, valves and chest, and main engine crank
shaft opened out, examined, and found in place in good condition.
Some minor general repairs were effected.

The 3 main boilers with their mountings opened out and examined internally and
General Observations, Opinion, and Recommendation: P.T.O.

(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, & L.M.C. 9, 11, or L.M.C. 140 lb., E.P., &c.)

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed, and to have fresh records of survey: IS 6.40 CL and BS 6.40

Survey Fee (per Section 29) BS £ 4 : 0 : 0 Fees applied for 2/7/1940
Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 5 : 0 Received by me, ✓
Selling expenses (if chargeable) £ ✓ : ✓ : ✓ 19 ✓

Committee's Minute

Assigned

56.40

8.9 JUL 1940
B.V. 6.40

John Guthrie
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
(1/2) W79-0008

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

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

Barry.

Continuation of Report No 2433/ dated 3/7/40.

on the

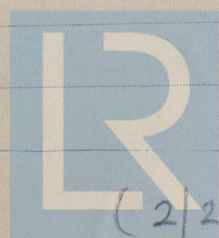
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externally.

The safety valves were then adjusted under steam to 180 lbs/sq
Some minor general repairs were effected to the mountings.

J.G.



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