

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

15 JAN 1934

(Received at London Office)

Date of writing Report *Jan. 9th 1934* When handed in at Local Office *Jan. 9th 1934* Port of *Istanbul*
 No. in Reg. Book *30844* Survey held at *Istanbul* Date, First Survey *Dec. 15th* Last Survey *Jan. 8th 1934*
on the Machinery of the Vessel, Iron or Steel Twin Sc. "MAZORCA" (No. of Visits *4*)
 Tonnage { Gross *2466* Vessel built at *Stockton* By whom *Craig Taylor & Co.* When *1889-7*
 Net *1548* Engines made at *Stockholm* By whom *J. & C. G. Bolinder & Co.* When *1920*
 Nominal Horse Power *588* Boilers, when made (Main) *(Donkey) 1920*
 No. of Main Boilers *0.E.* Owners *Cia Maritima Mazorca Ltd.* Owners' Address *(if not already recorded in Appendix to Register Book.)*
 No. of Donkey Boilers *1* Managers *J. Buig.* Port *Callao* Voyage *✓*
 Steam Pressure in Main Boilers *✓* If Surveyed Afloat *and* in Dry Dock *Yes.*
 in Donkey Boilers *100.* (State name of Dock.) *Arsenal No. 3 + afloat in Boathouses.*

Last Report No. *Port*Particulars of Examination and Repairs (if any) *Damage.*

(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 or this purpose, and why they were declined *Yes. Rpt. Attached*

Was a damage report made by anyone else? If so, by whom? *No.*

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 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? *✓*

, 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 *P 32" S. 32"*

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

Damage stated to have been sustained during heavy weather on Dec. 3rd 1933, whilst on voyage from La Meca to Constanza in ballast. (2) By No. 3 crosshead bolt port engine slackening back, & falling into crank pit, breaking lower half of crank case on Dec. 6th 1933. (3) By No. 2 main bearing top half becoming overheated on Dec. 8th 1933, whilst on above voyage.

From the log extracts and the Chief Engineer's statements, it was thought advisable to try the main engines under power, & both the port & starboard engines were found to be knocking very heavily especially at low speeds. The parts of the engines

General Observations, Opinion, and Recommendation:— *The machinery of this*

(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.S. 9.11, or B.L.M.C. 9.11, 140 lb., F.D., &c.)

vessel, as far as now seen is eligible in my opinion to remain as classed, subject to P & S main engines being dismantled for examination & the necessary repairs carried out.

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ : :
 Received by me, 19

Committee's Minute *FRI 26 JAN 1934*

Assigned *Deferred*

J. L. Smith.
 Engineer Surveyor to Lloyd's Register of Shipping.



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which were affected were opened out for examⁿ found as follows:—

Port Engine:— No. 3 crank & pin, brasses & adjacent main bearings (No. 4 & 5) the metal badly scored. The lower half of crank case was fitted with patch. The balance weight of No. 3 crank was damaged at end, & one bolt was found started. The clutch barrel, could not be opened out at this present time. It was considered necessary & recommended that this be done before vessel resumed her voyage.

A number of rivets in engine seating slack. The intermediate shaft pedestal bearing bolts were also very slack, & the stem gland leaking considerably, one gland stud being broken. Starboard Engine:— The main bearing No. 2 opened up & metal in lower half found badly scored. The clutch was also badly shaken, & knocked heavily. Rivets in the engine seating were found slack, also intermediate shaft pedestal bearing bolts.

Owing to the above defects it was recommended that both engines be opened up for examination.

The Owners' Sup^t who came from Oslo requested that a damage report be made out, & recommendations for temporary & permanent repairs.

The propellers after end of stem bushes were examined, also all fastenings of sea cocks valves & fastenings found in order.

Specifications have been made by the Owners' Sup^t, & the vessel is at present lying at this port awaiting results of tenders.

J. R.