Rpt. 9.

No. 3436

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

(Received at London Office 14 JUL 1930)

Date of writing Report 10-7-1930 When handed in at Local Office 10-7-1930 Port of BARCELONA

No. in Reg. Book. Survey held at BARCELONA Date, First Survey 2-6-30 Last Survey 4-7-1930 (No. of Visits 6)

~~Survey~~ on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "RIO TAJO"

Tonnage { Gross 3367 / Net 1896

Nominal Horse Power 268

No. of Main Boilers 2 SB

No. of Donkey Boilers one

Steam Pressure— in Main Boilers 180 lbs

in Donkey Boilers 100 lbs

Vessel built at Bilbao. By whom La Euskaldduna de Bilbao When 1917-1

Engines made at West Hartlepool By whom Ch. Mar. Eng Wks. When 1917

Boilers, when made (Main) 1917 (Donkey) 1917

Owners La Trasatlantica Owners' Address as recorded (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Valencia Voyage ✓

If Surveyed Afloat or in Dry Dock BARCELONA D.D. (State name of Dock.)

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠ 100 A1 Aussing 9		✠ LMC 10,28
do with freeboard		BS 11,29
~~4,27~~ 10.29.		TS CL 3,27.
SS Bcl No 3- 10,28		

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

Particulars of Examination and Repairs (if any) TS & Repairs.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? ✓

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? See below.

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? 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? None

Has shaft now been changed? No 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 4½ w/m.

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

Now done:- Vessel placed in dry-dock and screw shaft drawn in for examination CL. Propeller and all outside fastenings of sea connections examined and found in order.

Boiler Repairs:- The back plate of the Aft combustion chamber in the port main boiler has been dropped and the lower portion renewed. The new piece of plate is riveted at the landings and electrically welded at the joint to the old plate. In addition to the necessary renewal of the screwed stays in way of the repair, 4 more screwed stays have been renewed. On completion of the repair, this boiler was tested by hydraulic pressure to 200 lbs/□" and found satisfactory.

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

General Observations, Opinion, and Recommendation:— The machinery of this vessel, 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, B.&M.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

now seen is in safe working condition and eligible in my opinion to remain as classed with fresh record of TS CL 7,30.

Survey Fee (per Section 28) TS. £ 100 Pts

Special Damage or Repair Fee (if any) (per Section 28.) Labor 9 pen. £ 50 Pts 42 Pts

Travelling expenses (if chargeable) £ 9 Pts

Fees applied for 12/7/1930

Received by me, 18/7/1930

asm

Glen T. Thomas

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 12 AUG 1930

Assigned As now

FRI. 10 JUN 1932 FRI. 25 AUG 1933

FRI. 27 FEB '33 TUE. 18 OCT 1932

TUE. 19 MAY 1931 FRI. 4 NOV 1932

FRI. 31 JUL 1931 FRI. 24 MAR 1933

TUE. 15 MAR 1932 TUE. 23 MAY 1933

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

If so, is the Report sent now, or when will it be sent?

Screw shaft examined.

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.

Port Boiler repaired.

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

A 1 30

E.H.
8/8/30

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.