

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

No. 2248

(Received at London Office

29 APR 1933

Writing Report 24 - 3 - 1933

When handed in at Local Office

10

Port of

LISBON.

Survey held at

LISBON.

Date, First Survey

7 - 3-33

Last Survey

23 - 3 - 1933

on the Machinery of the Wood, Iron or Steel

Twin Screw Steamer "CASTILIAN PRINCE" now "ENKIDSE"

Gross 3908

Net 2041

Vessel built at Hill-on-Tees

By whom Furness S.B.C².Ltd.

When 1923

Engines 695

Engines made at Hartlepool

By whom

Richardsons, Westgarth

When 1923

Boilers, when made (Main)

(Donkey)

& C².Ltd. 1923

Owners

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Odessa

Voyage U.K. to Odessa

Managers

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

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

CHARACTER.
X for Special Survey.
Date of last Survey and of Periodical Surveys.

Year assigned now expired.

Machinery and Boiler Surveys (including date of N.B., if any)

100 A1

4.30 1.33

LMC 11.00

DBS 7.31

SS Nyk. N². 1-28

TS 4.28 CL.

2. G. No. 2. 31

DBS 1.33

Particulars of Examination and Repairs (if any)

Damage.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined.

Report made by anyone else? If so, by whom?

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

" Donkey "

"

"

Yes.

State reasons for what?

Please see Classing letter dated 21-4-33.

Were the Boilers could not be thus thoroughly examined?

By what 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?

Were internal examination of each boiler?

Did you examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did you examine the Safety Valves of Donkey Boiler?

Yes.

To what pressure were they afterwards adjusted under steam?

100 lbs

Did you examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Yes.

Did you examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

"

Did you examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Yes.

Have the Main Boilers 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?

Have the Donkey Boilers been changed? If so, state reasons.

Have the Donkey Boilers 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?

Is the screw shaft in condition?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

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

Port and Starboard Donkey Boilers examined.

Port boiler furnace crown collapsed and beyond repair and out of use until the furnace is renewed.

On Port Boiler on the largest of five bulges a groove 3/4" wide cut. All bulges faired.

In largest bulge electric welded and bridged by four double girders of 5/8" plate. Each girder

with 4 studs 1" screwed fine thread through furnace and caulked on both sides. All tubes

and boiler tested to 150 lbs water pressure. Safety valves adjusted to 100 lbs working

pressure. Condenser opened up and tested. Three leaky tubes renewed and about 50 % of leaky ferrules

renewed. Joggled plates fitted to condenser door division plates and machined fair with cover

plates. Condenser tested satisfactorily on completion of repairs. Main engines and auxiliaries

under working conditions satisfactorily.

The survey was carried out in company with the Port Engineer Surveyor.

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

is in good order and eligible in my opinion to remain as classed without fresh record

subject to the furnace of the Port Boiler being renewed on arrival Odessa and to the

Donkey Boiler not being used until the furnace has been renewed.

Section 20)..... £ :
or Repair Fee (if any)..... Esq: 1540\$00
Rate of Sunday fees..... Esq: 750\$00
Fees (if chargeable)..... Esq: 130\$00

Fees applied for
24-3- 1933
24-3- 33
Received by me,
19

Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute

21. Apr. 1933

As now Subject

TUE. 3 OCT 1933

TUE. 7 NOV 1933

TUE. 6 FEB 1934

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