

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

(Received at London Office)

MAY 31 1938

Date of writing Report 25th 5th 1938 When handed in at Local Office 25th 5th 1938 Port of Marseilles

Survey held at Marseilles Date, First Survey 2nd 5th 1938 Last Survey 19th 5th 1938 (No. of Visits 5)

Book No. 026 on the Machinery of the Wood, Iron or Steel S.S. ISADORA

Age Gross 212 Net 673 Vessel built at Greenock By whom G. Brown & Co When 1915-1

Engines made at Glasgow By whom Ross & Duncan When - do -

Boilers, when made (Main) 1915 (Donkey) Owners S & R Steamships Ltd Owners' Address Port Belfast Voyage Barcelona

Managers Stone & Rolfe If Surveyed Afloat or in Dry Dock Yes D.R. Basin

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

1st Report No. Port Damage

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 slides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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. Yes not Required

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor

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

Did this not done, state for what reasons? Yes

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

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? Yes

State latest date of internal examination of each boiler. Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? Yes

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

Was screw shaft now been drawn and examined? 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? Yes

Was shaft now been changed? If so, state reasons. Yes

Was the shaft now fitted been previously used? Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft. State the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft. Vessel afloat

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

If 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 bombs at Valencia on the 25th June 1938.

Damage - Repairs

Wrench piping: - One length of steam pipe & one length of exhaust pipe repaired & placed in good condition

Whistle piping: - Two lengths pipe in fiddly & one on funnel side repaired & placed in good condition

Electric light cables from lower bridge to upper bridge with junction boxes renewed.

General Observations, Opinion, and Recommendation: - The machinery of this vessel

(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, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

as far as now seen is in good & efficient condition & eligible in my opinion to remain as now classed without fresh record

Survey Fee (per Section 20) £ 376

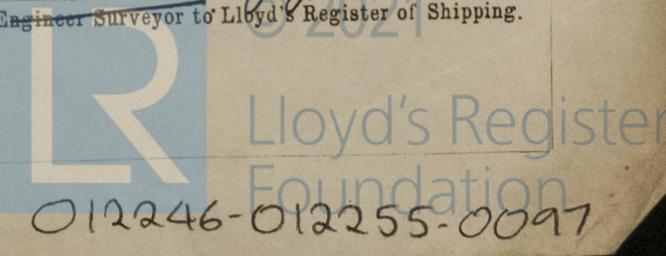
Special Damage or Repair Fee (if any) (per Section 29.) £ 376

Travelling expenses (if chargeable) £

Committee's Minute Assigned as now

FRI 24 JUN 1938

Received by me, H. W. Jaggott, Engineer Surveyor to Lloyd's Register of Shipping.



012246-012255-0097

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

In a Certificate required? If so, to be sent to...