

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

(Received at London Office WED. JUN. 17. 1914)

When handed in at Local Office JUN 11 1914

Port of NEWCASTLE-ON-TYNE

Survey held at Newcastle Date, First Survey 12<sup>th</sup> Mar Last Survey 10 June 1914

on the Machinery of the ~~Wood~~ Iron or Steel Es "Segucigalpa" Master Hurry

Vessel built at Aberdeen By whom Hall Russell & Co When 1894 10

Engines made at Do By whom Do When Do

Boilers, when made (Main) 1914 (Donkey) 1894

Owners Laccaro Bros & Co Port Ceiba. S.H. Voyage Ceiba

Surveyed Afloat Do in Dry Dock Shew & Wallend

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 A. 1. Span dk 11.13		* L.M.C. 1. 11 B.S. 3. 13
B.S. L.M.C. 4. 10		Y.P. N. 11. 13

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) new Boilers & L.M.C.

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

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

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do " Donkey " " " " main boilers new

What done, state for what reasons? main boilers new

Parts of the Boilers could not be thus thoroughly examined? Yes

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

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 for 185 lbs

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs

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

Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Have the Main Boilers now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Have the Donkey Boilers now been changed? No If so, state reasons \_\_\_\_\_

Have the Donkey Boilers now been fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

Distance between lignum vite of stern bush and top of after bearing of screw shaft? Nil (new cast iron bush)

If not complete state what arrangements have been made for its completion and what remains to be done? \_\_\_\_\_

Work done: placed in Dry Dock. The propeller, after end of stem bush & the fastenings of the

connections examined. Screw shaft drawn in. Sea cocks & valves opened up & new cast

stem bush fitted.

Work done: Cylinders, pistons, slides, rods, Pumps, Condenser & connections, Crank, Thrust

& shafting with their bearings.

Work done: New rings fitted to H.P. piston valve; M.P. valve & face trued up. L.P. valve spindle trued up

and gland bush fitted. Circulating pump chamber bored out, new rings fitted to buckets

in tubes drawn; 160 new tubes fitted & Condenser tested

main steam pipes fitted: tested to 560 lbs pressure per sq. inch.

main boilers & mountings fitted: their safety valves afterwards adjusted under steam

as noted

Donkey boiler with its mountings examined: 40 wasted screw stays renewed &

Observations, Opinion, and Recommendation:— The machinery of this vessel is now

in a safe working condition and eligible in our opinion to remain as classed and

under the notations of L.M.C. 6-14 N.B. - 14 Y.P. 6-14 N.H.P. 362

Surveyor's Name: Wm. Chubb & Wm. Coomber

Signature: \_\_\_\_\_ Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Stamp: JUN 16 1914 Received by me, 20/6/14

Stamp: JUN 25 1914

Stamp: LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING

Stamp: NWC 876-0082 1/2

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

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

No. "Legucigalpa"

Valve valves afterwards adjusted under steam as above noted  
The Auxiliary pumps & connections examined & overhauled  
The Windlass opened up & examined. new cylinders + 2 main shafts fitted  
The steering engine opened up & overhauled. new control valve fitted  
Wm. Craig

2nd of 1907 June 4. 14 to S. de la  
Repairs & fitted  
New main boiler fitted

It is submitted that  
this vessel is eligible for  
THE RECORD, + LMC 6. 17

+ N B 6. 17  
1856 100 lb  
45 57 15 95 163 (S)  
2 SB 8 cf NHP 362

S 6 1/2  
19. 1. 14

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.