

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

(Received at London Office DEC 12 1938)

Date of writing Report Nov. 14th 1938 When handed in at Local Office Port of Manila, P. I.
No. in Survey held at Manila Date, First Survey Oct. 17th Last Survey Nov. 7th 1938
73372 on the Machinery of the ~~Wood~~ Iron or Steel Twin Sc "DON ESTEBAN"
(No. of Visits)
Gross 1616 Vessel built at Kiel By whom Frd. Krupp Germaniawft A.G. When 1936 12
Net 900 Engines made at Kiel By whom Fr. Krupp Germaniawft A.G. When
Nominal 447 Boilers, when made (Main) (Donkey)
orse Power
of Main Boilers Owners De la Rama S.S. Co., Inc. Owners' Address
(if not already recorded in Appendix to Register Book.)
of Donkey Boilers Managers E. H. Pirovano Port Iloilo Voyage Inter-island
eam Pressure
n Main Boilers
n Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.)

ast Report No. Port
Particulars of Examination and Repairs (if any) DAMAGE

Periodical Surveys, when held, must be reported in detail and verbatim 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 details 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.

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

is a damage report made by anyone else? If so, by whom?

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

" " Donkey " " "

this was not done, state for what reasons?

d what parts of the Boilers could not be thus thoroughly examined?

so 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?

ate latest date of internal examination of each boiler Present condition of funnel(s)

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

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

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

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

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

s 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?

s shaft now been changed? If so, state reasons
s 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?

ate date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

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

On October 16th, 1938 whilst on a voyage from CEBU to MANILA the "DON ESTEBAN" fractured her star-board crank shaft at the No.4 main bearing journal (from forward) although the shaft was broken entirely through, the main bearing held the two sections and prevented any other damage. Both engines were immediately stopped, damage ascertained and vessel proceeded under the port engine alone. In view of the time required (about four months) to obtain a new shaft it was decided to repair the shaft by building up the end of the two webs by electric welding to make the requisite strength of material, boring out the webs and shrinking in a new piece of shaft, this was carried out. The steel for the shaft was obtained from the U.S. Navy with a tensile strength of 80,000 lbs. the two sections of the crank shaft were dismantled and connected up for alignment. A five hours trial trip was made, the Port Engine at 300 R.P.M. and the Starboard Engine at 270 R.P.M. the blower and the synchronizer being disconnected, the vessel is now again on her regular run and the new shaft is expected from GERMANY about February, 1939. Blue Prints & Photos are attached therewith.

General Observations, Opinion, and Recommendation:—

(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. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or &L.M.C. 140 lb., E.D., &c.)

in the opinion of the undersigned, the vessel is fit to continue her present class 100A1, subject to a new forward section of crank shaft being installed at next dry-docking.

vey Fee (per Section 29) £280.00 Fees applied for
Total Damage or Repair Fee (if any) £ : :
(per Section 29.)
avelling expenses (if chargeable) £70.00 Received by me,
FRI. 23 DEC 1938

ommittee's Minute
ssigned See Man 2671

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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