

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

(Received at London Office. 8 11 1929)

of writing Report 4/7/29 When handed in at Local Office 4/7/29 Port of Bilbao

in Book. Survey held at Bilbao. Date, First Survey 20/6/29 Last Survey 4/7/1929

752 on the Machinery of the Wood, Iron or Steel SS. "MARIA VICTORIA" (No. of Visits 3)

Age { Gross 335 Vessel built at Newcastle By whom Wood Stearns & Co Ltd When 1918-12
Net 1853 Engines made at Newcastle By whom N.E. Mains Eng. Co Ltd When 1918

Final Power { 429 Boilers, when made (Main) 1918 (Donkey) " "

Main Boilers 358 Owners Vinda de S. Astorgue Owners' Address As recorded.

Donkey Boilers Pressure- 180 lb Managers (if not already recorded in Appendix to Register Book).
Main Boilers Port Bilbao Voyage

Donkey Boilers If Surveyed Afloat or in Dry Dock At Bilbao Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 7431 Port Bilbao

Particulars of Examination and Repairs (if any) BS

Medical 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 these 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.

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

Has 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? Yes.

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

Where a thorough examination was not done, state for what reasons?

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

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? Yes. To what pressure were they afterwards adjusted under steam? 180 lb.

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? Yes. , and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted. , and of the Donkey Boiler?

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

Has the screw shaft now been drawn and examined? No 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?

Has the shaft now been changed? 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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

The three main boilers examined throughout with safety valves, manhole doors & mountings.

All boilers examined under steam and their safety valves adjusted.

Repairs: Minor repairs carried out throughout boilers.

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, E.&M.S. 9,11, or L.M.C. 9,11,

140 lb., F.D., &c.)

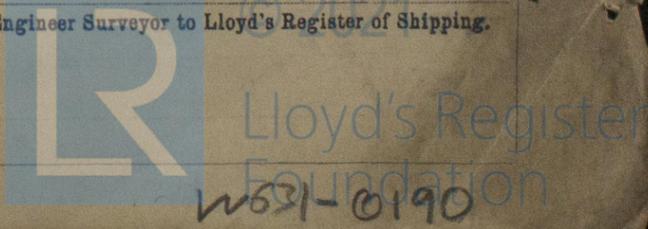
Now seen to be in safe working condition and eligible in my opinion

to remain as classified with last record of BS

Fee (per Section 25) BS £ 200.00 Fees applied for 4/7/1929
Damage or Repair Fee (if any) £
Expenses (if chargeable) £ 5.00 Received by me, 4/7/1929
Glen. S. Thomas
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute BS 7.29 JUL 19 1929

Signature



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

In a Certificate required, it is to be sent to

