

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

(Received at London Office)

Date of writing Report 4th April 1918 When handed in at Local Office 4 April 1918 Port of CARDIFF

No. in Reg. Book 491 Survey held at Cardiff Date, First Survey 20th May Last Survey 25th May 1918
on the Machinery of the Wood, Iron or Steel S.S. "Santa Isabel" Master [Name] (No. of Visits 3)

Tonnage { Gross 2073 Net 1281 Vessel built at Port Glasgow By whom Dunlop, Bremner & Co When 1914-6
Registered Horse Power 136 Engines made at [Name] By whom [Name] When 1914

No. of Main Boilers 2 Boilers, when made (Main) 1914 (Donkey) 1914
No. of Donkey Boilers 1 Owners (The Royal & Sons Agents) Port Liverpool Voyage Gov Service

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Hills Dry Dock
in Donkey Boilers 100 lb (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking

Periodical surveys, when held, must be reported in detail and serially 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 besides 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.

CHARACTER, % for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>100 A1</u> <u>7.17</u>		<u>L.M.C. 6.14</u> <u>T.S. 2.16</u>

In 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? Was 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? No.

Do. " Donkey " " " No.

If this was not done, state for what reasons? Not due for survey.

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

Also 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? To what pressure were they afterwards adjusted under steam?

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? , and of the Donkey Boiler?

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8" full.

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

Vessel placed in dry dock, outside fastenings examined, all in order.

The Supt's attention was called to the fact that the Tail End shaft was due for survey, but he stated that as the vessel was urgently required by the Government it could not be done at this time; he proposes to submit the vessel for survey in June, when the shaft will be drawn.

The M.P. false face found loose, a new one now fitted, the M.P. valve fixed up.

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, or L.M.C. 9, 11, 149 lb., F.W., &c.)

As far as seen, is in a good and safe working condition, eligible in my opinion, to remain as classed.

Survey Fee (per Section 28) [Signature] Fees applied for _____

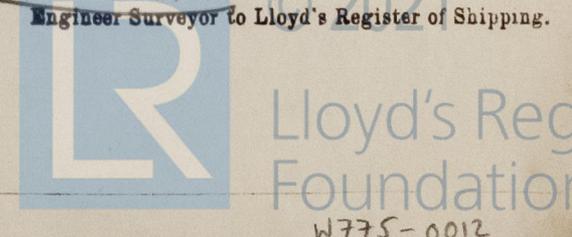
Special Damage or Repair Fee (if any) (per Section 28.) _____ Received by me, _____

Travelling Expenses (if chargeable) _____

[Signature] Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 12. APR. 1918

Assigned [Signature]



It is submitted that
this vessel is eligible to
remain as CLASSED.

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.

D.P.
5.4.18

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page. Some words like "NOTIFICATION" and "MAY" are partially visible.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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