Rpt. 9.

No. 40,439

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. 490 Survey held at Cardiff. Date, First Survey 20th May Last Survey 28th May 1918 (No. of Visits 3.)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "Santa Isabel" Master _____

Tonnage { Gross 2033 / Net 1284 }

Registered Horse Power { 336 }

No. of Main Boilers 2

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 180 lb. in Donkey Boilers 100 lb.

Vessel built at Port Glasgow By whom Duncan, Brenner & Co. When (Year. Month.) 1914-6

Engines made at Do. By whom Do. When 1914

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

Owners (Thos Rogder + Sons Bngrs) Port Liverpool. Voyage Gov. Service.

~~If~~ Surveyed Afloat ~~or~~ in Dry Dock Hill's Dry Dk. (State name of Dock.)

Last Report No. _____ Port _____

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 A1 7.17		✠ LMC 6.14 T.S. 2.16

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

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 vitæ 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 Supts 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 faced 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, 140 lb., F.D., &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) ..... £ ; ;

Special Damage or Repair Fee (if any) (per Section 28.) ..... £ ; ;

Travelling Expenses (if chargeable) ..... £ ; ;

Fees applied for _____ 19____

Received by me, _____ 19____

J. B. Hunter

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 12. APR. 1918

Assigned Asnow

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

If Stockless, state Mechanical Tests.

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

W775-0012

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

E.J.N.
5.4.18

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.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.