

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

(Received at London Office JUN. 10. JAN. 1916)

Date of writing Report 7.1.16 When handed in at Local Office 7.1.16 Port of Newport Mon

No. in Reg. Book 586 Survey held at Newport Mon Date, First Survey 9 Last Survey 4.1.1916 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel '93/er' in 'Cayo Manzanillo' Master

Tonnage Gross 3538 Net 2273 Vessel built at Newcastle By whom Armstrong Whitworth When 1904-9

Registered Horse Power 1028 Engines made at By whom N.E.M.E. Co. When 1904

No. of Main Boilers 2 Boilers, when made (Main) 1904 (Donkey) 1904

No. of Donkey Boilers 1 Owners Foy & Gyles Ltd. Port London Voyage

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Alexandria Dk.

in Donkey Boilers 100

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. of Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A. Spar 74.		+L.M.C. 1.12
Div. 6.15.		A.S. 6.15
S.P. Ch. no 2-13		T.S. 6.15

Last Report No. 73329 Port Sw

## Particulars of Examination and Repairs (if any) Repair

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 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?

Do. " Donkey " " " " "

If this was not done, state for what reasons?

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? ✓

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

Propeller in 2, 1 blade found broken  
Vessel tipped & propeller renewed.

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

(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 alterations required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.10, B.&M.S. 9.10, or L.M.C. 9.10, 140 lb., F.D., &c.)

slipable to remain as classed, without fresh record.

Survey Fee (per Section 28)	£	19
Special Damage or Repair Fee (if any) (per Section 28)	£	
Traveling Expenses (if chargeable)	£	19

Received by me, P. Lowndes, Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 14. JAN. 1916

Assigned As above



W890-0022

*Propeller renewed*

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.

*It is submitted that  
this vessel is eligible to  
remain as Q.L. 333 D.*

*J.S.  
10.1.16*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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