

28 MAY 1927

No. 1660.

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

18th May 27; Delivered 28th May 1927

(Received at London Office)

28 MAY 1927

Port of Lisbon

(No. of Vessels)

Date of writing Report	18th May 27	When handed in at Local Office	19th May 1927	Port of Lisbon
No. in Reg. Book.	Survey held at	Lisbon	Date First Survey	1st April 1919
77454	on the Machinery of the Wood, Iron or Steel	Master "MIRANDELLA"	Last Survey	16th May 1927
Tonnage { Gross 5105	Vessel built at	Degesack	By whom	Premet Vekan
Net 3244	Engines made at	"	By whom	"
Nominal Horse Power	Boilers, when made (Month)	1906	(Donkey)	"
No. of Main Boilers	Owner Sociedade Geral de Commercio	Address		
No. of Donkey Boilers	Manager Industria e Transportes do Port	(not already recorded in Appendix to Register Book)		
Steam Pressure in Main Boilers	If Surveyed Afloat or in Dry Dock	Afloat & Drydock	No. of the Harbour Works	
in Donkey Boilers	(State name of dock)			

Last Report No. 1641 Port Lisbon.

## Particulars of Examination and Repairs (if any Surveyor for L.M.C.)

(Periodical Surveys, when held, must be reported in detail and separately in the terms of the Register Book, clearly showing 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 summarized at the end of the report. State also date 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?

Yes

To what pressure were they afterwards adjusted under steam?

16 Kilos

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes

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?

Yes

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

Yes

, and of the Donkey Boiler?

As screw shaft now been drawn and examined?

Yes

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of its being efficiently lubricated?

Yes

As shaft now been changed?

No

If so, state Reasons

As 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 its being efficiently lubricated?

✓

State the distance between the outer bearing metal of stern-bush and top of after bearing of screw shaft?

Good fit.

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

Propeller, stern-bush, stern-tube, sea connections & all fastenings examined; stern-bush withdrawn, bearing metal (Fenton's alloy) renewed also after oil gland metal & all parts concerned made efficient; propeller shaft examined & found in good condition. cylinders, pistons & rods, slide valves & spindles, opened up & withdrawn & examined; crankshaft lifted & with bearings examined; thrust block dismantled & with thrust shaft also tunnel shafting & bearings examined. its, circulating feed & bilge pumps opened up & examined, centrifugal circulating pump casing, impeller & shaft renewed.

Rain condenser opened up, all tubes removed & all parts

## 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. 9/11, B.M.S. 9/11, or X.L.M.C. 9/11, 140 lb. F.D., &c.)

Recommended, vessel's machinery & boilers be clasped with record of L.M.C. 5.1927 & notation of special survey, Lisbon, 5.1927.

Fee (per Section 28)

Fees applied for

19

Initial Damage or Repair Fee (if any) (per Section 28.)

Included  
Fees & Expenses  
Received by me,  
stated in hull report

F.R. 19 AUG 1927

Selling Expenses (if chargeable)

Committee's Minute

Signed

L.M.C. 5.27

F.D. O.G.

CERTIFICATE WRITTEN

IUE. 11 DEC 1928  
TUES. 14 FEB 1928  
TUE. 11 SEP 1928  
F.R. 15 FEB 1929

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00779-00058-0224

RE

Date of writing Report
No. in Survey Reg. Book.
7454 on the V
Built at
Engines made at
Boilers made at
Registered Horse
Nom. Horse Pow
Trade for which
ENGINES, &
Dia. of Cylind
Crank shaft, dia
Intermediate S
Tube Shafts, dia
Bronze Liners,
propeller boss
If the liner does no
If two liners are
end of the - sh
Propeller, dia
Feed Pumps wo
Bilge Pumps wo
Feed Pumps No. and
Pumps How dr
Ballast Pumps,
are two independent
Bilge Pumps; - It
n Holds, &c.
Plain Water Cir
To. and size
the Rule Surface

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

examined, tube plates rejoined, a number of tubes renewed & about 40% of ferrules; condenser tested & found without leakage.

All valves, cocks, pipes & struts removed, examined & thoroughly overhauled & subsequently tested. The working pumping arrangement is in accordance with my sketch dated 20 January last & approved as per Secretary's letter of the 7th February & the vertical pump fitted (Westinghouse type) for oil pumping when vessel was arranged for carrying oil in the double bottom tanks has been additionally connected to the general bilge system. Boilers examined internally & externally (all cladding & insulation removed & renewed) & found to be in good condition all plain tubes having been renewed also & reinforcing rings fitted round each furnace after setting up deflections; I advised two rings per furnace would have been sufficient but Owners decided to fit as advised. All boiler mountings cleaned up or removed overhauled & made efficient; air heater boxes repaired & placed in good order; outer funnel casing 50% renewed. All steam pipes removed, examined & found or placed in good condition. All auxiliary machinery thoroughly overhauled. Machinery & boilers tried under service conditions for 3 hours with satisfactory results.

Bare gear on board is in excess of requirements; bare gear recommended does not include crankshaft, propeller & shaft of a second valve spindle otherwise no excess of lists in Rules; auxiliary machinery spares are in accordance with good practice.

Boilers were found to be of scantlings in no case below those given on approved plan; please see Secretary's letter dated 22 September 1926 & I am of opinion they are in fit condition for the original working pressure of 16 kilos.

*Revised 2nd edition 1926, go ahead nevertheless via  
Lloyd's Register of Shipping & Compt. of Lloyd's Register of  
Bills of Lading*

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Brokerage  
Underwriting  
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