

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

(Received at London Office)

Writing Report 28th Sept. 1920 When handed in at Local Office

10 Port of LISBON

Survey held at LISBON Date, First Survey 3rd August Last Survey 21st Sept. 1920

(No. of Visits 16)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. K. "CINTRA"

Master José Candido Vaz

Gross 278

Net 109

Vessel built at Goole

By whom Goole S.B. & Repg Co. Ltd. When 1907 9

red 75

Engines made at Glasgow

By whom W. V. V. Lidgerwood When 1907

Main Boilers

Boilers, when made (Main)

(Donkey)

Donkey Boilers

Owners Bagão, Nunes & Machado Ltd.,

Port Lisbon

Voyage Trawling

Pressure 180

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

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

Report No. 1202 Port LISBON

Particulars of Examination and Repairs (if any) SS 1st No. 3

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs of Damage (the cause of which, must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. 19/7/20 H 4/8/20 H

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?

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

YES

" Donkey "

If not done, state for what reasons?

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

ALL PARTS EXAMINED

At 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?

Surveyor examine the Safety Valves of the Main Boiler? YES

To what pressure were they afterwards adjusted under steam? 180 lbs

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

YES

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

YES

, and of the Donkey Boiler?

Screw shaft now been drawn and examined? NO

Is it fitted with continuous liner? or two liners? or is it without liners?

Shaft now been changed? If so, state reasons

Shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

The distance between lignum vitae of stern bush and top of after bearing of screw shaft? BARE 1/8".

Complete, except propeller shaft to see, say within six months.

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

Vessel having laid up for overhauling purposes as requested by Owners, I proceeded on board the

Vessel on the 3rd August and subsequent dates for the purpose of carrying out survey due.

Main engine cylinders and valve pistons were all out for examination and valves, piston and piston

removed, H. P. piston rod skimmed up, new neck bush fitted and gland re-bushed. Valve spindles

examined together with all valve gear, sheaves and straps re-adjusted as necessary all being

and in good condition. Crank shaft was lifted, all bearings examined together with the holding

bolts for the bedplates. Thrust block and thrust shaft were found to be in good order, con-

servation was opened out for examination, cleaned, centre ferrule renewed, afterwards tested and found

to be in good order and without leakage. Air and circulating pump were opened out, found to be in

good order with the exception of circulating pump bucket and rod, which was renewed and feed and

ge pumps were examined, overhauled and together with air pump crosshead links and levers, etc.

now in good condition. Auxiliary feed and general service pump were thoroughly overhauled,

General Observations, Opinion, and Recommendation:— I am therefore of the opinion that this

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

Vessel's machinery and boiler is in fit and efficient condition, eligible to remain as at present

classified with fresh record of "L.M.C. LISBON 9, 1920" together with notation of "SS No. 3 Lisbon

1920", and recommend boiler survey to remain as at present recorded, i.e. "B.S. 4, 1920"

Fee (per Section 28)

£

11 0 0

Fees applied for

19

Damage or Repair Fee (if any)

£

Received by me,

19

Other Expenses (if chargeable)

£

Committee's Minute

TUE 4 JAN 1921

Signed

Deferred

TUE APR 26 1921

FRI MAY 13 1921

FRI 17 JUN 1921

Acting Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

L.V. 203. due 9.19. partly held and
demanded due 1.20. this was not done
see of being unable to obtain by dock
small engine repairs

It is submitted that this
vessel WILL BE eligible for
the record. + L.M.C. 20 when the
demanded then connections have
been examined.

F.
16/10/20

parts found good, discharge valves in general service pump being renewed and all suction
and repaired
and discharge valves overhauled/as found necessary and all parts are now in good order.
Pipe arrangement was generally examined and found to be in good condition and efficient.
Dynamo and engine have been overhauled, also switch board and circuits throughout ves-
sel and all parts are now in order. Boiler was opened out, cleaned and generally ex-
amined and all parts found to be in the same good condition as previously reported this
year. All boiler mountings have again been opened out, several valves and cocks
ground in and all, together with safety valves, are in good order and condition, safe-
ty valves being subsequently floated for working pressure of 180 lbs per square inch.
Owing to the impossibility of obtaining a dry dock, vessel was beached, but there was
not an opportunity of withdrawing tailshaft but same was examined so far as possible
together with propeller and nut and found efficient, lignum vitae in stern bush being
worn down barely 1/8". Subsequent to completion of overhauling, engines were tried
under steam together with all auxiliaries and found to be working efficiently and well.
Engine and stokehold platforms, both iron and wood, together with bearers, etc. are in
and chocks
good order and boiler bearers/were also examined and found to be in good condition.

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



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