

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

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Port of LISBON

No. in Reg. Book 34452 Survey held at LISBON & CACILHAS Date First Survey 7th. July Last Survey 25th. Sept. 19 42  
 on the Machinery of the ~~Woolwich~~ Steel S/S. "VINTE E OITO DE MAIO". (No. of Visits 12)

Tonnage { Gross 1113 Vessel built at Zalt Bommel By whom J. Meyers S.B.Co. When 1929 1mo  
 Net 650 Engines Made at Elmshorn By whom Steen & Kaufman. When 1929  
 Nominal 145 Boilers, when made (Main) 1929 (Donkey)  
 Horse Power

No. of Main Boilers 2SB Owners Government of Cape Verde Island Owners' Address  
 (If not already recorded in Appendix to Register Book).  
 No. of Donkey Boilers - Managers Port St. Vincent CVI. Voayge

Steam Pressure in Main Boilers 192lbs If Surveyed Afloat or in Dry Dock Cacilhas D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers - Last Report No. Port

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

(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. LETTER HEREWITH.

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? yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

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?

State latest date of internal examination of each boiler (port & strbd) 31-7-42

Present condition of funnel (X) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam not adjusted

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? yes, and of the Donkey Boilers? -

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

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

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no if so, state reasons -

Has 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 it being efficiently lubricated? -

State date of examination of Screw Shaft 17-9-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft good fit

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and power fitted yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey the main boiler safety valves remain to be adjusted under steam.

Now done:- Vessel placed in drydock. Propeller, outside fastenings and sea cocks and valves (opened out) examined and found or placed in good working order.

Tail shaft drawn in, examined and found in order.

The following have now been opened out and examined:-

HP. IP. & LP. cylinders, covers, pistons, valves and chests, crank, thrust and intermediate shafting, coupled air, circulating, feed and bilge pumps, independent ballast, auxiliary feed and general service pumps, condenser (tested), pipe arrangements, windlass, steering engine, and dynamo, steam pipes tested to double the working pressure and electrical

## General Observations, Opinion, and Recommendation:— (p.t.o.)

(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, L.M.C. 9,11, or LMC CS 3,34, 140 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed with fresh record of +L.M.C.10-42 on completion of the survey.

Survey Fee (per section L.M.C. & T.S. Esc: 1.870\$00 Fees applied for 19  
 Repair Fee (if any) £ : 770\$00 Received by me, 19  
 Travelling expenses (if chargeable) £ : 95\$00

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Not for Classing Committee

007639-007646

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

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



installation megger tested.

W. & T. Repairs.

Stern bush rewooded  
H.P. piston grooves skimmed up and new rings fitted.  
L.P. piston - new coach springs fitted.  
HP. IP. & LP. valve spindles skimmed up and new neck and gland bushes fitted.  
Pump lever rocking shaft forward bearing, found cracked, renewed.  
Circulating pump bucket rope packing renewed  
Main engine bilge rams skimmed up and new neck and gland bushes fitted.  
Main engine inboard bilge pump body, found wasted and holed at bottom, renewed.  
Dynamo engine governor overhauled and made workable.  
Steering engine control and slide valves and valve faces machined.  
Auxiliary feed pump steam valves and valve faces machined, steam and water rings renewed and new suction valve springs fitted.  
All coupled pump relief valves overhauled and made workable.

In addition, a few minor general repairs effected.

B.S.

Both main Boilers with their mountings opened out and examined internally and externally.  
Their safety valves have not been adjusted.

W. & T. Repairs.

Both boiler top manhole doors built up and machined to a good fit.

All recommendations made during this survey have been carefully carried out, and the machinery is eligible in my opinion to remain as classed with fresh record of +L.M.C. 10-42 on completion of the survey.

*[Handwritten signature]*

*A complete survey of the Engineer's Boilers  
held with the exception of the  
adjustment of the safety valves  
under steam.*

*In no way was action  
is necessary until the  
full survey has been  
Completed*

*[Handwritten signature]*  
*14/10/42*



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