

"PORTO GRANDE"

The class is subject to the Boiler being examined before the end of 8,36, and the crankshaft being permanently repaired before the vessel leaves the harbour of St. Vincent (C.V).

A Surveyor appointed by Lloyd's Agents at St. Vincent (C.V.) reports the requirements of the Special Survey No.2, due 7,36, carried out and a Boiler Survey held.

With regard to the boiler, the Surveyor reports that the general condition remains the same. He also states that the shell corrosion is still active, but that the boiler is in his opinion efficient at the present pressure (90 lb.) for twelve months.

In February last, details of the boiler shell corrosion were forwarded in accordance with a request from this Office and it was found that serious wastage had taken place, and ^{that} the plating over a considerable area was only 5/16 thick. The pressure was accordingly reduced from 105 to 90 lb. and a six months limit imposed. The figures showed that the plating had been reduced by nearly 1/8" in thickness during the preceding 12 months.

As the Surveyor states that the corrosion is still active, it is considered that a further reduction in pressure is necessary.

It is submitted the vessel is eligible for the record LMC 9,36, and S 8,36, subject to the boiler being repaired or renewed before the end of 12,36, and to the crankshaft being permanently repaired before the vessel leaves the harbour of St. Vincent (C.V.)

Boiler pressure 75 lb.

It is submitted the Owners be informed that from the reports received, it is evident that the stage has now been reached when large repairs to the boiler shell (involving probably the removal of the boiler from the vessel) or the complete renewal of the boiler should be seriously considered.

The Safety Valves should at once be re-adjusted to 75 lb pressure

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