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No. 5339

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

(Received at London Office)

Writing Report 25 September 1936 When handed in at Local Office 19 Port of St. Vincent C.V.I.

Survey held at St. Vincent, Cape Verde Islands Date 6th August Last Survey 19th Sept 1936
on the Machinery of the Wood, Iron or Steel S.S. "Porto Grande" (No. of Visits 6)

Gross 199 Vessel built at Greenock By whom G. Brown & Co. When 1916 - 2
Net 89 Engines made at Glasgow By whom Mackie & Baxter When 1916
35' Boilers, when made (Main) 1916 (Donkey) —

Boilers 1 Owners Ferro & Cia. Ltda. Owners' Address —
Key Boilers — Managers Messrs Ferro & Cia. Ltda. Port St. Vincent Voyage —
Boilers 90 lb If Surveyed Afloat or in Dry Dock Afloat (State name of Dock) Messrs. Wilson, Sims & Co. Ltd.

Report No. — Port St. Vincent
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 H 9.32		+Lme
Carrage, water in tank.		MS 9.32 RS 8.35
S.S. St. Vincent No 3-728		75 9.32
S.S. St. Vincent No 1-32		

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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 initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Has a special damage report made by anyone else? If so, by whom? —

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

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

Were any parts of the Boilers not done, state for what reasons? —

Were any parts of the Boilers could not be thus thoroughly examined? Externally in way of lagging, Internally in way of narrow water spaces

Were any 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? —

What was the date of internal examination of each boiler? 19th September 1936

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 90 lbs per sq. in.

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? None fitted, and of the Donkey Boiler? —

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? —

Has the main 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? Water

Has the donkey shaft now been changed? do If so, state reasons —

Has the donkey 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? —

What was the date of examination of Screw Shaft? 6th August State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 1/2"

Were any parts, when referred to by numbers, should be counted from forward? — Is electric light and/or power fitted? —

If the examination is not complete, state what arrangements have been made for its completion and what remains to be done —

Were any cylinders, pistons, slide valves, pumps, condenser, shafting, propeller, sea connections and their fittings and the general arrangement of coxha, pipes, bilge suction etc., examined? —

Were any boilers with its safety valves, doors and mountings examined inside and outside? — the safety valves afterwards under steam to the pressure stated above.

Was the screw shaft has been drawn and examined and found satisfactory? —

Was the main shaft had a drop of 3/16", liner skimmed up, lignum vitae in stern bush, nut and gland with bush renewed. Donkey shaft repaired on the after web to main shaft in July 1934 and the repair does not show any sign of slackness on shaft. Condenser No 2 stud in bottom row (counting from Port-side) securing after tub plate out of body casting, material around stud hole wasted, This has been repaired by welding. Observations, Opinion, and Recommendation:— This vessel's machinery is objected to, owing to repaired crankshaft and increased boiler pressure, and the vessel must not be put into service outside the limit of the Harbour of St. Vincent C.V.I. W.P. 90 lbs per sq. ins. T.S. 9/36.

(per Section 20)..... £ : : Fees applied for
 19
 Repairs or Repair Fee (if any)..... £ : :
 (per Section 20.)
 Expenses (if chargeable)..... £ : :
 19

Received by me, Leonard Morrison
 Engineer-Surveyor to Lloyd's Register of Shipping.

TUE. 20 OCT 1936 TUE. 29 DEC 1936

Committee's Minute
+ Lmb. 9.36 subject



plugging up the old stud hole in body with an $\frac{1}{2}$ " gas thread cast iron plug, new holes have been drilled and tapped on either side of old hole to receive two studs pitch 4", the tube plate has been drilled accordingly and the old stud hole plugged with an $\frac{1}{2}$ " gas thread brass plug. On completion the condenser was tested and the repairs were found to be satisfactory.

Circulating Pump. valve chamber had been repaired at the bottom flange dovetailing in the flange. two cast iron pieces to take the studs secure the cover.

Two H.P. Piston^{rings} have been renewed. Otherwise machinery in order.

Boiler. According to the report of previous examination in August 1935 this boiler, the general condition remains the same with the exception of the corroding in the bottom shell plate internally, which appears to be still active, also the right hand furnace, and on the right side near flanging to the combustion chamber showed two new pitting marks of 2 $\frac{1}{2}$ " diam and $\frac{1}{8}$ " deep.

Externally the lagging at the back end of boiler was removed and the plate revealed slight wastage. The wet leads of the seam the back end plate to shell plate in way of after collision shock, the corrosion appears to have been arrested.

Mountings all found in order.

It is my opinion that the boiler in its present condition can work at the stated pressure for a period not exceeding 12 months.