

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

(Received at London Office)

Date of writing Report 27th. Nove. 1944 When handed in at Local Office 19 Port of LISBON

Survey held at LISBON Date First Survey 18th. Novemb Last Survey 22nd. November 44 (No. of Visits 3)

on the Machinery of the ~~XXXXXX~~ Steel Steam Trawler "CABO JUBY"

Gross 266 Vessel built at Goole By whom Goole S.B. &amp; Rpg. Co. Ltd. When 1907 12mo.

Net 106 Engines Made at Glasgow By whom W.V.V. Lidgerwood When 1907

Main Boilers 435-22 Boilers, when made (Main) 1907 (Donkey)

Owners Soc. Comercial e Maritima Lda. Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port Lisbon. Voyage

If Surveyed Afloat or in Dry Dock No. 3 DD. (State name of Dock).

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

Report No. Port

Particulars of Examination and Repairs (if any) PART M.S. &amp; B.S.

Medical Surveys, when held, must be reported in detail and serially 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 res-

pecting this case.

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

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

The 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

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

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?

Latest date of internal examination of each boiler 21-11-44 Present condition of funnel good

The Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? hot adjusted

The Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

The Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

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

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

The shaft now been changed? if so, state reasons

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?

The date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 m/m

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the M.S., the whole of

the Rule requirements remain to be carried out with the exception of the examination of the sea cocks

and valves. To complete the B.S. the safety valves remain to be adjusted under steam, stated would be

done on vessel's return to this port.

Now done:- Vessel placed in drydock, propeller, outside fastenings and sea cocks and valves (opened

out) examined and found or placed in good order.

Boiler with its mountings opened out and examined internally and externally.

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, &amp;c.; thus, for example, B.S. 9,11, B.S.M.S. 9,11, L.M.C. 9,11,

or LMC CS 3,34, 140 lb., F.D., &amp;c.)

The machinery of this vessel is eligible in my opinion to remain as classed with fresh record of

L.M.C.M.S. (with date) &amp; B.S. 11,44 on completion of the respective surveys.

Survey Fee (per section 29) BS. Esc: -330\$00

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) 20\$00

Fees applied for 27/11 1944

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, 29 DEC 1944

Assigned

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

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



SS No 3 due 6.44

Sea Connections examined

BS due 11.44 partly held

It is submitted that the  
vessel WILL BE eligible for  
the record. BS 11.44 when the  
safety valves have been  
adjusted

hcll

28/12/44



© 2021

Lloyd's Register  
Foundation