

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

(Received at London Office)

30 OCT 1926

Date of writing Report 29.10.1926 When handed in at Local Office 29.10.1926 Port of Grimsby

No. in Reg. Book 56906 Survey held at Grimsby Date, First Survey 14-10-1926 Last Survey 28-10-1926 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc K. ESTRELLA DO NORTE (ex DANIEL MUNRO)

Tonnage { Gross 374 Net 148 Vessel built at Selby By whom Lockhart & Sons, Ltd. When 1919.5

Nominal Horse Power } 87 Engines made at Hull By whom L. D. Holmes & Co. Ltd When 1919

No. of Main Boilers 1 Boilers, when made (Main) 1919 Owners Estrella D'Alva Ltda Empresa de Pesca de Nazaré (Donkey) Owners' Address Lisbon

No. of Donkey Boilers 1 Managers A. J. Macara Port Lisbon Voyage Lisbon

Steam Pressure in Main Boilers 200 1 Surveyed Afloat or in Dry Dock Charlton Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Nil

(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.)

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? ✓

Do. " Donkey " " " " ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓ , and of the Donkey Boiler? ✓

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

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

Has screw shaft now been drawn and examined? ✓ 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? ✓

Has shaft now been changed? ✓ 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

*Propeller and outside fastenings examined
Machinery generally examined and found satisfactory*

General Observations, Opinion, and Recommendation:— The machinery of 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, B.S. 9,11, B.&M.S. 9,11, or *L.M.C. 9,11, 140 lb., E.D., &c.)

vessel, so far as seen, is now in good condition and eligible in my opinion to remain as classed without fresh record

Survey Fee (per Section 23).....	£	1	1	Fees applied for
Special Damage or Repair Fee (if any).....	£	1	1	
Travelling Expenses (if chargeable).....	£	1	1	
				Received by me,
				19

Committee's Minute FRI. 5 NOV 1926
Assigned As now

W. H. Kinley
Engineer Surveyor to Lloyd's Register of Shipping.



Docking

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

L.P.
1/11/26.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation