

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

(Received at London Office)

Date of writing Report 29th. Nov. 1950

When handed in at Local Office

19

Port of LISBON

No. in Reg. Book. Survey held at LISBON

Date First Survey 26th. September Survey 24th. Nov. 1950

(No. of Visits 8)

76182 on the Machinery of the ~~XXXXXX~~ Steel SHELL 15

Gross Tonnage 216 Vessel built at Haarlem By whom Haarlemsche Schb. Mij. When 1924 -  
Net Tonnage 120 Engines made at Amsterdam (NE27) By whom D. Goedkoop Jr. When 1924 -  
Nominal Horse Power - Boilers, when made (Main) (Donkey) -  
No. of Main Boilers - Owners Companhia Shell Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Port Lisbon Voyage  
No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both - Cacilhas DD. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Steam Pressure in Main Boilers in Donkey Boilers  
Last Report No. Port

## Particulars of Examination and Repairs (if any) LMC &amp; Comp. Class.

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?

" " Donkey " "

If not, 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?

State latest date of internal examination of each boiler.

Present condition of funnel ( ) good

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 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?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? yes

Has it a continuous liner? no

Is an approved oil retaining appliance fitted at the after end? no

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft 26th. Sept. 50

State the wear down in the

stern bush good fit

Is electric light and/or 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

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

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

## Now done for L.M.C.

Vessel placed in drydock, propellers, sea cocks and valves (opened out) and all outside fastenings examined.

Port and starboard screwshafts drawn and examined.

Port and starboard main engine cylinders, covers, pistons, connecting rods and their bushes, crank, thrust and intermediate shafting, clutch and reverse gearing opened out and examined.

Auxiliary diesel engine and dynamo opened out and examined

Electrically driven starting compressor opened out and examined

Starting air receivers examined internally as far as possible and tested hydraulically.

Pumping arrangements examined and placed in order.

Electrical installation examined and tested to Rule requirements.

Oil fuel settling and bunker tanks examined internally and tested by head of water.

Note. The Owners state that all main engine cylinders, covers and pistons, also the starboard main

(p.t.o.)

## 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, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

CS 3.34

The Machinery of this vessel so far as now seen is in good order and eligible in my opinion to be classed with notation of LMC 11-50 and T.S. 9-50(p & s)

Survey Fee (per Section 29)

£

Fees applied for

19

Special Damage or Repair Fee (if any) (per Section 29.)

£

Received by me,

19

Travelling expenses (if chargeable)

£

Committee's Minute

Assigned

please see letter  
LMC 11.50 Oil Eng.  
NE 27 Both S 9.50 O.G.

FRI. 26 JAN 1951

John Gushkin

Engineer Surveyor to Lloyd's Register of Shipping.

012089-012095-0285

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engine crankshaft were renewed last year and inspection of these items verified this statement.

Completion of Classification.

- The following outstanding repairs or alterations were dealt with at this time:-
- A 3"x3" reciprocating bilge pump has now been fitted in the E.R. driven from an extension of the starting compressor shaft, and drawing direct from E.R. bilge.
  - The scantlings of the 3 air receivers were verified with the approved plans. In addition, there are 2 large air receivers with the following dimensions:-  
Length = 5' 3", internal diameter = 2' 0", dished ends one concave, one convex. Thickness of shell plating is 5/16" with lapped longitudinal seam, rivets 5/8" pitched 3". Dished end plates are 9/16" thick, circumferential riveting being 5/8" pitched 3". Handhole, stop valve, drain and gauge mounting fitted on each receiver.
  - All the above receivers are fitted with individual relief valves (adjusted) and were tested hydraulically.
  - Main switchboard is now wired with fuses on the dead side of the switches and are labelled and all connections fitted with lock-nuts.
  - Flexible connections throughout vessel now removed
  - Secondary batteries re-housed in accordance with Rule requirements.
  - Alternative supply and automatic indicators fitted to navigating light circuits.
  - Fuses provided on both poles of compressor motor.
  - Air and sounding pipes are fitted in after (bunker) cofferdam.
  - The main pump shafting on deck passes through an oil-tight gland in the E.R. forward bulkhead

ll.



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