

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

(Received at London Office)

12 APR 1948

Date of writing Report 7th. April 1948

When handed in at Local Office

19

Port of LISBON

No. in Survey held at LISBON

Date. First Survey 11th. Dec. Last Survey 18th. March 1948

(No. of Visits 4)

on the Machinery of the ~~Woodstock~~ Steel S/Trawler "LAURENTINO" ex Jan de Waele.Gross 342
Net 139

Vessel built at Selby

By whom Cochrane & Sons, Ltd. When 1925 2mo.

Engines made at Hull

By whom C.D. Holmes & Co. Ltd. When 1925

Boilers, when made (Main) 1925

(Donkey)

Owners Cia. de Pesca de Moçambique

Owners' Address Lourenço Marques

(if not already recorded in Appendix to Register Book).

Managers

Port Lourenço Marques Voyage

If Surveyed Afloat or in Dry Dock Both No. 4 DD.

(State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned new register.	Machinery and Boiler Surveys (Including date of N. B., if any).
+100A1		+LMC8.46
Stm. Trawler		T95.46
8.46 10.47		CL
SS Ant. 8.46		
Reclassified 8.46		

Report, No. Port
Particulars of Examination and Repairs (if any) B.S. and T.S.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and 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 examined his services for this purpose, and why they were declined.

Report made by anyone else? If so, by whom?

personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey

state for what reasons

If the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?

If internal examination of each boiler 2-3-48

Present condition of funnels good

examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 200 lbs.

examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

examine all the mountings of the Main Boilers? yes

and of the Donkey Boilers?

If 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? no

If so, state reasons

If 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?

Examination of Screw Shaft 10-3-48

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

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

Is electric light and/or power fitted

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

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

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

Note:- Vessel placed in drydock, propeller and all outside fastenings examined.

Tailshaft drawn, examined and found in order.

Survey

Boiler with its mountings opened out and examined internally and externally. The safety valves have been adjusted under steam to the above W.P.
16 wasted shell stays renewed.

Observations, Opinion, and Recommendation:-

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, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Machinery of this vessel is in good order and eligible in my opinion to remain as classed

fresh record of B.S. 3, 48 & T.S. (CL) 3, 48

BS & TS Fee 930.00

Fees applied for,

5/4 1948

Received by me,

7/4 1948

Repair Fee (if any)

If chargeable)

Minute

WED. 5 MAY 1948

Signed

B.S. 3, 48

A. 3, 48

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

012431-012438-0236

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

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