

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

(Received at London Office)

17 AUG 1953

Date of writing Report 11th August 1953 When handed in at Local Office 19 Port of LISBON
No. in Survey held at LISBON Date First Survey 8th August Last Survey 19 53

SS
on the Machinery of the ~~AKROK, Iron or Steel~~ "SERPA PINTO" (No. of Visits)

Gross 8077 Vessel built at Belfast By whom Workman, Clark & Co. Ltd. Year. Month. When 1915 lmo
Net 4958 Engines made at Belfast By whom " " " " " When 1915
Nominal Horse Power 1055 Boilers, when made (Main) 1915 (Donkey) -
Owners Cia. Colonial de Navegação Owners' Address
Managers (if not already recorded in Appendix to Register Book.)
Port Lisbon Voyage
If Surveyed Afloat or in Dry Dock Drydock No. 1 CUF. (State name of Dock.)

Particulars of Examination and Repairs (if any) DOCKING, T.S. & S.R.L.
Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs due to account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end report. State also the dates and initials of any letters respecting this case.

CHARACTER for Special Survey or Date of last Survey and of Periodical Surveys.	Years assigned now or repaired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1		+LMC12-48
6-52 6-53		BS1-53
SS. Spt. 2nd. No. 3-		TS. P6-51
4-39		SN4-50
SS. Lis. 12-48		CL.
Halted for O.F. 8024 F. P. above 150°F.		

Where 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

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?

Present condition of funnel(s)

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

Has the shaft now been changed? no If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft 8-8-53 State the wear down in the stern bush Working fit Is electric light and/or power fitted? Is so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

R.L. For particulars please see Rio de Janeiro report dated 18th July 1953.

At the request of the Owners supt. examined the Port 3 bronze bladed built propeller, screw shaft drawn in, stem bush and fastenings, and found one propeller blade top missing (approx. 18") and another blade tip slightly bent.

Repairs:
Broken propeller blade now renewed
Bent propeller blade faired and refitted
Stern bush rewooded
Ident marks on new propeller blade:- Lloyds 20/8/51 AGW. 29727
J. Stone & Co. Ltd.

It is submitted that reference to the port propeller and bushing may now be deleted from S.R.L. (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 is in good order and eligible in my opinion to remain as now classed with fresh record of TS.CL.8-53 subject to recommendations previously made.

Survey Fee (per Section 29) TS. Etc. £ 1.320.000
Special Damage or Repair Fee (if any) (per Section 29.) £
Travelling expenses (if chargeable) 300.000

Fees applied for 19
Received by me, 19
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute THURSDAY 10 SEP 1953

Deferred for CP MS
Port 5 8.53

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



PORT LISBON

SERPA PINTO

Now done for Docking and T.S.

Vessel placed in drydock, examined propellers, screwshafts drawn in, stern bushes and outside fastenings and found or now placed in good order

W. and T. Repairs:- Starboard stern bush rewooded.

SWP

TUESDAY



© 2021

Lloyd's Register
Foundation