

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

In Survey held at LISBON

Date First Survey 8th August Last Survey

19 53

On the Machinery of the ~~AKROKRON~~ Steel "SERPA PINTO"

(No. of Visits)

Gross 8077
 Net 4958
 Nominal Horse Power 1055

Vessel built at Belfast

By whom Workman, Clark & Co. Ltd.

Year. Month. When 1915 1mo

Engines made at Belfast

By whom " " " "

When 1915

Boilers, when made (Main) 1915

(Donkey) -

Owners Cia. Colonial de Navegação

Owners' Address

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

Managers

Port Lisbon

Voyage

If Surveyed Afloat or in Dry Dock Drydock No. 1 CUF.

(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 now expired.	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.
Signed for O.F. 8/24 F. P. Love		
150°F.		

st Report No.

Port

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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ideas 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.

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

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(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?

Was 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

Was shaft now been changed? no 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 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?

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

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

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, screwshaft 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

This 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. 1.320/1320/100

Fees applied for

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

£ :

19

Travelling expenses (if chargeable)

30/00/0000

Received by me, 19

Committee's Minute

THURSDAY 10 SEP 1953

Assigned

Deferred for CP MS
 Port 5 8.53

Chas. W. White
 Engineer Surveyor to Lloyd's Register of Shipping.

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



Lloyd's Register
 Foundation

015292-015301-0040

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.

SW



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TUESDAY