

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

(Received at London Office

28 JUN 1950

Date of writing Report 22nd June 1950

When handed in at Local Office 19.....

Port of LISBON

No. in Survey held at LISBON

Date. First Survey and

Last Survey 16th June 19 50

Reg. Book.

(No. of Visits.....)

20508 on the Machinery of the ~~WSS~~ ~~WSS~~ Steel Nova Lisboa

Tonnage { Gross 7384

Vessel built at Hoboken

By whom Soc. Anon. John Cockerill

When 1912 12mo

Net 4852

Engines made at Seraing

By whom " " "

When 1912

Nominal } 964

Boilers, when made (Main)

(Donkey)

No. of Main Boilers 6SB

Owners Cia. Nacional de Navegação

Owners' Address

No. of Donkey Boilers

Managers

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

Steam Pressure

Port Lisbon

Voyage

in Main Boilers 2151bs

If Surveyed Afloat or in Dry Dock Afloat Sta. Apollonia

(State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) INTERIM CERTIFICATE

(Periodical Surveys, when held, must be reported in detail and verbatim 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

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?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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

State the wear down in the

stern bush

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has 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

At the request of the Owners attended on board for the purpose of examining the machinery and a boiler with a view to issuing an Interim Certificate to enable the vessel to proceed in tow to a U.K. port in ballast for breaking up purposes.

Now done. The ballast, feed, and general service pumps were examined without dismantling and found in order. The main engines were locked to prevent them from turning. The forward centre boiler which was examined 9,49 was examined externally and found satisfactory.

General Observations, Opinion, and Recommendation:—

This vessel so far as now seen, is eligible in my

(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.)

opinion to proceed to a port in the U.K. in tow in ballast condition.

CHARGED ON

HULL REPORT

Survey Fee (per Section 29) £ : :

Fees applied for

19

Special Damage or Repair Fee (if any) £ : :

(per Section 29.)

Received by me,

Travelling expenses (if chargeable) £ : :

19

Committee's Minute

FRI. 14 JUL 1950

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1018-0008