

Date of writing Report 20th June 1942 When handed in at Local Office

Port of LISBON

No. in Survey held at LISBON

Date, First Survey 28th April Last Survey 16th June 1942

Reg. Book.

Number of Visits 27.

Single
on the Triple
Screw vessel

Motor Trawler "PORT MADOC"

Tons Gross 307
Net 128

Built at Lisbon

By whom built Cia. Uniao Fabril

Yard No. 113 When built 1942

Engines made at Lincoln

By whom made Ruston & Hornsby Ltd.

Engine No 206511 When made 1941

Donkey Boilers made at ✓

By whom made ✓

Boiler No. ✓ When made ✓

Brake Horse Power 560

Owners Loch Fishing Co.

Port belonging to HULL

Nom. Horse Power as per Rule 107 ✓

Is Refrigerating Machinery fitted for cargo purposes ✓

Is Electric Light fitted Yes. ✓

Trade for which vessel is intended Trawling.

II. ENGINES, &c. Type of Engines Vertical Solid Injection 7 V.G.B.M. 2 or 4 stroke cycle 4 Single or double acting Single ✓

Maximum pressure in cylinders 675 lbs

Mean Indicated Pressure 100.5 lbs Diameter of cylinders 12 1/2" Length of stroke 15" No. of cylinders 7 No. of cranks 7 ✓

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 13 13/16" Is there a bearing between each crank Yes. ✓

Revolutions per minute Prop. 170 Flywheel dia. 51" Weight 37 cwt's Means of ignition Compression Kind of fuel used Diesel oil. ✓

Crank Shaft, { Solid forged as per Rule APP 4.8.39 Crank pin dia. 7" Crank Webs Mid. length breadth 12" Thickness parallel to axis shrunk Thickness around eyebole ✓
All built as fitted 9"

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule APP 7.2.41 Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule APP 7.2.41 Is the screw shaft fitted with a continuous liner No. ✓

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the

propeller boss ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. ✓

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓

If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft Yes. If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 2'-6" ✓

Propeller, dia. 8'-3" Pitch 8'-1" No. of blades 3 Material BRONZE whether Moveable No Total Developed Surface 26 sq. feet

Method of reversing Engines REVERSE & REACTION GEAR. Is a governor or other arrangement fitted to prevent racing of the engine when disclutched Yes Means of lubrication

forced Thickness of cylinder liners 1" Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine. ✓

Cooling Water Pumps, No. 1 Plunger Pump 4 3/4 x 4 3/4 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 4 3/4" Stroke 4 3/4" Can one be overhauled while the other is at work ✓

Pumps connected to the Main Bilge Line No. and Size 1- 2 1/2" No. 5 Inslow "Conquest" G.S. & Bilge Pump - 20 tons/hr. ✓
How driven 4 V.R.O.Z. Aux. engine.

Is the cooling water led to the bilges No ✓ If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements. ✓ Ballast Pumps, No. and size ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1- 2" dia 1- 2 1/2" dia 1- 3" dia ✓
FOR ENGINES 1 1/2" Ruston Seal Pump
FOR GEARS 1 1/2" Ruston Seal Pump
SPARE 2 x 2" Hamworthy Rotafol.

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 1- 2" dia 1- 2 1/2" dia 1- 3" dia In Pump Room ✓

In Holds, &c. 1 x 2" steering gear flat. 1 x 2" cofferdam. 1 x 2" Hold. 1 x 2" Accom. flat for 1 x 2" chain locker 1 x 2" F.P. Tk. ✓

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 x 3" dia M.E. pump 1 x 2 1/2" Aux. eng. driven pump. ✓

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line Above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓

What pipes pass through the bunkers - How are they protected -

What pipes pass through the deep tanks - Have they been tested as per Rule -

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

compartment to another Yes Is the Shaft Tunnel watertight - Is it fitted with a watertight door - worked from -

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -

Main Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 3" Stroke 3 1/2" Driven by Belt from M.E. ✓

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 3 3/4" - 1 1/8" Stroke 3 1/4" Driven by clutch - Aux. eng. ✓

What provision is made for first Charging the Air Receivers Aux. engine is hand starting. ✓

Scavenging Air Pumps, No. - Diameter - Stroke - Driven by -

Auxiliary Engines crank shafts, diameter as per Rule APP 17.5.40 Position Starboard side of engine room. ✓
as fitted P. 3" J. 3 3/8"

Have the Auxiliary Engines been constructed under special survey Yes. Is a report sent herewith Yes (Copy of Nottingham Rpt.)

be included.)

Water Capacity,

Tons.

3

16.5

86

sits 60.

AIR RECEIVERS: — Have they been made under survey

State No. of Report or Certificate **C 527, C 528**

Is each receiver, which can be isolated, fitted with a safety valve as per Rule **Yes**

Can the internal surfaces of the receivers be examined and cleaned **Yes**

Is a drain fitted at the lowest part of each receiver **Yes**

Injection Air Receivers, No. **✓**

Cubic capacity of each **✓**

Internal diameter **✓**

thickness **✓**

Seamless, lap welded or riveted longitudinal joint **✓**

Material **✓**

Range of tensile strength **✓**

Working pressure **by Rules**

Starting Air Receivers, No. **2**

Total cubic capacity **46.8 c.ft.**

Internal diameter **2'-6"**

thickness **3/8"**

Seamless, lap welded or riveted longitudinal joint **Seamless**

Material **S.M. Steel**

Range of tensile strength **26 - 30**

Working pressure **by Rules APP 5.5**

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded? **✓**

Is the donkey boiler intended to be used for domestic purposes only **✓**

PLANS. Are approved plans forwarded herewith for Shafting **4.8.39**

7.2.41

Receivers **5.5.38**

Separate Fuel Tanks **25.2.41**

Donkey Boilers **✓**

General Pumping Arrangements **9.7.41**

Pumping Arrangements in Machinery Space **9.7.41**

Oil Fuel Burning Arrangements **✓**

SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes**

except set of valves for one cylinder

State the principal additional spare gear supplied **To admiralty requirements**

The foregoing is a correct description

COMPANHIA UNIAO FABRIL
ESTALEIRO NAVAL A.C.F.L.
Santos Manufacturer.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits **27**

Dates of Examination of principal parts—Cylinders **15.6.42** Covers **15.6.42** Pistons **15.6.42** Rods **15.6.42** Connecting rods **15.6.42**

Crank shaft **15.6.42** Flywheel shaft **✓** Thrust shaft **✓** Intermediate shafts **15.6.42** Screw shaft **12.6.42**

Screw shaft **12.6.42** Propeller **12.6.42** Stern tube **12.6.42** Engine seatings **7.6.42** Engines holding down bolts **9.6.42**

Completion of fitting sea connections **28.4.42** Completion of pumping arrangements **12.6.42** Engines tried under working conditions **15.6.42**

Crank shaft, Material **S.M. Steel** Identification Mark **229 25.4.41** Flywheel shaft, Material **✓** Identification Mark **✓**

Thrust shaft, Material **✓** Identification Mark **✓** Intermediate shafts, Material **S.M. Steel** Identification Marks **6006 10**

Tube shaft, Material **✓** Identification Mark **✓** Screw shaft, Material **S.M. Steel** Identification Mark **5999 10**

Identification Marks on Air Receivers

82826 82827

LLOYDS TEST

600 lbs / sq. in.

W.P. 300 lb./sq. in.

J.B. A.J.

Is the flash point of the oil to be used over 150° F. **Yes**

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with **Yes**

Description of fire extinguishing apparatus fitted **✓**

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo **No**

If so, have the requirements of the Rules been complied with **✓**

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with **✓**

Is this machinery duplicate of a previous case **Yes**

If so, state name of vessel **Ilha Graciosa - Ilha Lina**

General Remarks (State quality of workmanship, opinions as to class, &c.)

The above machinery has now been satisfactorily fitted on board this vessel, in accordance with the approved plans, the Secretary's letters & the Society's Rules. The materials & workmanship are good. Hoisting & sea trials carried out were satisfactory.

The Machinery of this vessel is eligible in my opinion to be classed with Record of + L.M.C. 5.42, T5.(O.G.) 6.42 and to have the notations "Oil Engine" "Mach. aft" in the Register Book subject to spare valves being supplied.

The amount of Entry Fee .. £

Special .. £

Donkey Boiler Fee .. £

Travelling Expenses (if any) £

When applied for, .. 19..

When received, .. 19..

Committee's Minute

Assigned

G. Mon.

Engineer Surveyor to Lloyd's Register of Shipping



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No 55.0.F available when filed

Certificate (if required) to be sent to

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

FRI. 10 JUL 1942

Adm. 6.42
Art. 19, 19