

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

(Received at London Office

27 SEP 1941

Date of writing Report 17th. Sept 19 41

When handed in at Local Office

Port of LISBON

No. in Survey held at Lisbon

Date First Survey 13th. Sept. Last Survey 17th. Sept. 19 41

55028 on the Machinery of the Wood, Iron or Steel CABO S. VICENTE

(No. of Visits 2)

05804 } Gross 269  
Tonnage } Net 103

Vessel built at Selby

By whom Cochrane &amp; Sons.

When 1910- 9

Nominal Horse Power 80

Engines Made at Hull

By whom Amos &amp; Smith Ltd.

1910

No. of Main Boilers 1 SB

Boilers, when made (Main) 1910

(Donkey) -

Owners Soc. Comercial Maritima Ltda.

Owners' Address -

No. of Donkey Boilers -

Managers -

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

Steam Pressure -

Port Lisbon

Voyage -

in Main Boilers 200 lbs.

If Surveyed Afloat or in Dry Dock No. 3 D.D.

(State name of Dock).

in Donkey Boilers -

Last Report No. Port

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

Particulars of Examination and Repairs (if any) B.S. &amp; Dkg.

(Periodical Surveys, when held, must be reported in detail and serially 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? Yes

Donkey

If this was not done, state for what reasons -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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 13-9-41

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? None

and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No

Is it fitted with continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft -

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2 m/m

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

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? -

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

Now Done:- Vessel placed in dry dock, propeller and all outside fastenings examined and found good.

The main boiler opened out and examined together with its safety valves and other mountings and found in good order. The safety valves adjusted as above and the boiler examined under steam and found satisfactory.

## 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, B.S. 9.11, B.M.S. 9.11, L.M.C. 9.11, or LMC CS 3.34, 140 lb., F.D., &c.)

The machinery of this vessel in my opinion is eligible to remain as classed with fresh record of

B.S. 9.40.

Survey Fee (per section 29) BS. Esc: -330\$00

Fees applied for 17/9/ 1941

Special Damage or Repair Fee (if any) £ -

Received by me, 19

Travelling expenses (if chargeable) Esc: - 20\$00

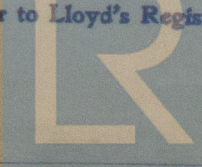
Committee's Minute

FRI. 10 OCT 1941

Assigned

BS 9.41

Engineer Surveyor to Lloyd's Register of Shipping.



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