

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

Date of writing Report 4 - 8 - 19 33

When handed in at Local Office

Port of LISBON.

No. in Reg. Book. Survey held at LISBON.

Date, First Survey 18-7-33 Last Survey 4 - 8 - 19 33

(No. of Vistas 8.)

on the Machinery of the Wood-Iron or Steel Twin Screw Steamer "MOÇAMBIQUE"

Tonnage { Gross 6052
Net 3770

Vessel built at Glasgow

By whom A. Stephan & Sons, Ltd.

When 1908

Nominal Horse Power 770

Engines made at "

By whom " " "

When 1908

Vo. of Main Boilers 5

Boilers, when made (Main) 1908

(Donkey)

Vo. of Donkey Boilers -

Owners Cia. Nacional de Navegação.

Owners' Address

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

Port LISBON.

Voyage -

Steam Pressure in Main Boilers 190 lbs

If Surveyed Afloat or in Dry Dock Both No. 1 Dry Dock.

(State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S. & T.S.

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 date 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.

Do. " 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 4 Main Boilers 17-7-33, Starb. after 31-7-33.

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

To what pressure were they afterwards adjusted under steam? 190 lbs. 4-8-33.

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?

Yes.

, and of the Donkey Boiler?

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

Yes.

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes.

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

Has shaft now been changed? Yes. If so, state reasons Pitting at big end of cone.

Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes.

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 13-7-33 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded.

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, tail shafts, stern bushes and all outside fastenings examined.

Port tail shaft found badly pitted at big end of cone and bad fit to propeller and has been removed and the spare shaft fitted. The latter has been previously fitted and now examined and found satisfactory. No identification marks were discernible. Shaft removed placed on board as spare.

Starboard shaft placed in lathe and liner in way of packing skimmed up.

Main boilers examined throughout and mountings and safety valves adjusted under steam as above.

Repairs:- Port and Starboard stern bushes rewooded.

39 screw stays renewed, 21 in Starb. forward boiler, 12 in Centre forward & 6 in Port forward. All mountings thoroughly overhauled.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as

(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, or L.M.C. 9, 11, 140 lb., F.D., &c.)

now seen is in good order and eligible in my opinion to remain as classed with record of B.S. 7, 33 and T.S. (C.J.) 7, 33.

Survey Fee (per Section 20)

Esc: 1650/00

Fees applied for

Special Damage or Repair Fee (if any)

£ : 1 :

4-8-19 33

Travelling expenses (if chargeable)

Esc: 45/00

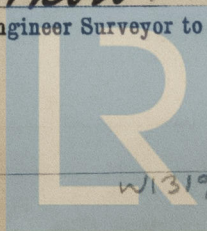
Received by me, 16-8-19 33

Committee's Minute

TUE, 22 AUG 1933

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Plane 8-32 held
One screw stay renewed
Port screw shaft changed

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

8-33
8-33

GA
18/8/33

