

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

(Received at London Office)

Date of writing Report 4-3-1933 When handed in at Local Office 19 Port of LISBON.

No. in Reg. Book. 67809 Survey held at LISBON. Date, First Survey 17-2-33 Last Survey 2-3-1933 (No. of Visits 5)

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. Stephen & Sons, Ltd. When 1908

Nominal Horse Power { 770 Engines made at " By whom " When 1908

No. of Main Boilers 5 SB. Boilers, when made (Main) 1908 (Donkey) -

No. of Donkey Boilers - Owners Cia. Nacional de Navegação. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 190 lbs Managers " Port LISBON. Voyage -

in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat & No. 1 Dry 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) Repairs.

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 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 or 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? -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? -Did the Surveyor examine the Safety Valves of the Main Boiler? -To what pressure were they afterwards adjusted under steam? -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? -, and of the Donkey Boilers? -Did the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boiler? -Did the Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boiler? -Is screw shaft now been drawn and examined? - 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? -Is shaft now been changed? - If so, state reasons -Is 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P. 4 m/m S. 4 1/2 m/m.If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

At request of Superintendent visited vessel and found Port and Starboard thrust shafts uncoupled

and not fair with crank shafts. It was decided to remetal the Port and Starboard main bearings and line up the thrust and tunnel shafting.

Now done:- Port and Starboard main bearings remetalled, crank shafts bedded, top and bottom halves of bearings examined before being boxed up. Thrust and tunnel shafting lined up and examined.

On vessel proceeded on 2 hours full speed trial trip, crank and tunnel bearings ran satisfactorily.

It was found that the bearings at Port and Starboard screw shafts in the tunnel moved about 1/16".

On the vessel's return the coupling bolts were withdrawn and the coupling faces found open about .75"

half way round. Half discs of plate were filed down wedge shape, fitted to open part of couplings and coupling bolts fitted and hardened up. After a hours quay trial with circulating water shut off all

tunnel bearings the result was satisfactory, the screw shafts being gauged and found running fair and

their bearings satisfactory. As it is expected that in about 12 months the stern bushes will have

General Observations, Opinion, and Recommendation:- The machinery of this vessel so (OVER)

(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. 0,11, D.&M.S. 0,11, or R.L.M.C. 0,11, 140 lb., F.D., &c.)

As far as now seen is in good order and eligible in my opinion to remain as classed without fresh

record of survey.

Survey Fee (per Section 29)..... Esc: 660\$00 Fees applied for 4-3-1933

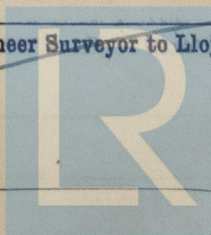
Special Damage or Repair Fee (if any)..... £ : : Received by me, "

Travelling expenses (if chargeable)..... Esc: 10\$00 "

Committee's Minute FRI. 10 MAR 1933Assigned Referenced

TUE. 22 AUG 1933

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

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



S.S. "MOÇAMBIQUE"

to be rewooded it is proposed to skim up the couplings of both screw shafts and the after couplings of the intermediate shafts connected thereto.

Arrangements have been made for the Boiler Survey to be held on vessel's return towards the end of April.

*[Handwritten signature]*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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