

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

(Received at London Office THU, AUG. 12 1915)

Date of writing Report 5/8 1915 When handed in at Local Office 15 Port of LISBON

No. in Survey held at Lisbon Date, First Survey 29.6 Last Survey 5.8 1915  
 Reg. Book. 266 on the Machinery of the ~~Vessel~~ Steel Screw K. "NEPTUNO" Master R. Pereira  
 Tonnage Gross 321 Vessel built at Goole By whom Goole S.B.&Rep.Co.Ltd. When 1907 5mo.  
 Net 136 Engines made at Glasgow By whom W.V.V.Lidgerwood When 1907-1907  
 Registered Horse Power 89 NHP Boilers, when made (Main) 1907 (Donkey)   
 No. of Main Boilers 1 SB Owners A. P. da Costa Port Lisbon Voyage Trawling  
 No. of Donkey Boilers \_\_\_\_\_  
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers \_\_\_\_\_  
 (State name of Dock.) No. 2 of the H. Works.

| CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys. | Years since last survey expired. | Machinery and Boiler Surveys (including date of N.B. if any) |
|------------------------------------------------------------------------------|----------------------------------|--------------------------------------------------------------|
| <input checked="" type="checkbox"/> 100-A1-L1s.                              |                                  | <u>BS 6.13.14.</u>                                           |
| Stm. trawler                                                                 |                                  | <u>LMC 9.10</u>                                              |
| <u>8.13.6, 14</u>                                                            |                                  | <u>T.S. 11.14.</u>                                           |
| S.S. Lis. No 1-10,                                                           |                                  |                                                              |

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) S.S.No.2

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

Do. " Donkey " " " Yes

If this was not done, state for what reasons? \_\_\_\_\_

And what parts of the Boilers could not be thus thoroughly examined? All parts 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? Examined internally & externally

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes or two liners? 2 or is it without liners? Yes

Has shaft now been changed? No If so, state reasons \_\_\_\_\_

Is the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

State the distance between lignum viti of stern bush and top of after bearing of screw shaft? 1/8"

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

This vessel having stopped for cleaning purposes & to carry out the S.S.No.2 due, as requested by the Owners & as per the Secretary's letters of the 14th. June & 7th. July & my letters to the Secretary of June 29th. & July 13th. I proceeded on board to hold same.

All the machinery having been opened out for inspection; cylinders, pistons, slide & piston valves of H.P., M.P. & L.P., were examined by me & found in good condition, as well as air feed & bilge pumps, also all auxiliary machinery overhauled.

Circulating pump chamber I found to be cracked & same has now been patched & have recommended a new one to be obtained from the makers & fitted before the end of the year 1915,

Condenser tubes were all removed, cleaned & replaced & packed & condenser tested, & found to be tight. Tail shaft having been seen in November 1914, was not done at this time. See connection 6.14

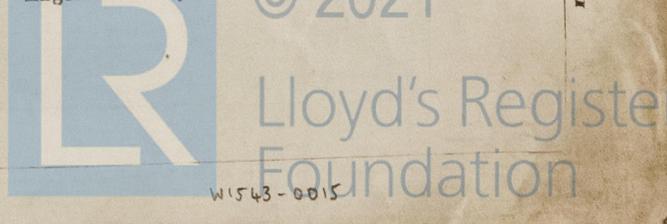
Crank & thrust shafts were examined, and brasses found in a bad state, so all have been re-metalled at this time, & shafting lined up true throughout.

General Observations, Opinion, and Recommendation: - I therefore consider that this vessel's engines & boiler are now in a good & efficient working state & eligible in my opinion to remain as classed & to have fresh record of survey LMC-LISBON-8,1915 made in the Reg. Book, and notation of S.S.No.2, Lisbon, 8,1915, subject to recommendation being carried out.

|                                                      |                                                    |
|------------------------------------------------------|----------------------------------------------------|
| Survey Fee (per section 28)..... £                   | Fees applied for<br><u>6/8 1915</u><br>£ 10-10- 0- |
| Special Damage or Repair Fee (if any)..... £ 10 10 0 |                                                    |
| Travelling Expenses (if chargeable)..... £           |                                                    |
|                                                      | Received by me, _____                              |

Committee's Minute FRI. AUG. 27 1915  
Assigned L.M.C. 8.15  
Wheeler  
MACHINERY CERTIFICATE

J. G. O'Connell  
Engineer Surveyor to Lloyd's Register of Shipping.



Yes - this office.

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

If so, to be sent to \_\_\_\_\_

S.S. No 2 due 5.15 low Reel  
Circulating pump repaired

It is submitted that

this vessel is eligible for

THE RECORD. + L M C 8.15

Subject to a new Circulating  
pump chamber being fitted  
before the end of December  
1915

J.P.S.  
12.8.15

Main boiler having been opened out, same was thoroughly examined internally & externally & found to be in very good order as well as all connections. Furnaces, tube plates & combustion chambers were all examined by me & found in good state, after which fire bars & bridges were replaced. Boiler was afterwards closed up & re-filled with fresh water & steam raised when I adjusted the safety valves to a working pressure of 180 lbs. per sq" after which engines were tried under steam when I found everything worked satisfactorily.

M.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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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