

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

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

Date of writing Report 5/8 19 15 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 19 15
 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 1 If Surveyed Afloat or in Dry Dock Both. Particulars of Classification (which must be inserted
 Steam Pressure in Main Boilers 180 lbs (State name of Dock.) No. 2 of the H. Works. precisely as in Register Book & Supplements).
 in Donkey Boilers

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 " " " " ✓

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? ✓ 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 Boiler? ✓

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? No Is it fitted with continuous liner? ✓ or two liners? 2 or is it without liners? ✓

Has shaft now been changed? No If so, state reasons ✓ or two liners? ✓ or is it without liners? ✓

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

State the distance between lignum vitae 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 6.11

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 (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, S.S. 0.11, B.&H.S. 0.11, or L.M. C. 0.11 140 lb., F.D., &c.)

Engines & boiler are now in a good & efficient working state & eligible in my opinion to remain

as classed & to have fresh record of survey L.M.C.-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) £ 10 10 0 Fees applied for 6/8 1915 £ 10-10- 0-
 Special Damage or Repair Fee (if any) 10 10 0
 Travelling Expenses (if chargeable) 19

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

Engineer Surveyor to Lloyd's Register of Shipping.



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W1543-0015

Is a Certificate required? If so, to be sent to this office.

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

It is submitted that

this vessel is eligible for

THE RECORD. + LMC 8.15

Subject to a new Circulating
pump chamber being fitted
before the 22nd of December
1915.

J. J. S.
12.8.15

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.

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.

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



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