

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

(Received at London Office

- 3 NOV 1941

Date of writing Report 16th. Oct. 1941 When handed in at Local Office 19 Port of LISBON.
No. in Survey held at LISBON. Date First Survey 13th. Oct. Last Survey 16th. October 1941.
Reg. Book 82965 on the Machinery of the Wooden Iron or Steel "SARASTONE".
Tonnage Gross 2473 Vessel built at Burntisland By whom Burntisland S.B.Co.Ld. When 1929 8mo.
Net 1490 Engines Made at By whom 1929
Nominal Horse Power 224 Boilers, when made (Main) 1929 (Donkey) -
No. of Main Boilers 2SB Owners S. & R. Steamships Ltd. Owners' Address (If not already recorded in Appendix to Register Book).
No. of Donkey Boilers - Managers Stone & Rolfe Ltd. Port Llanelly Voyage -
Steam Pressure in Main Boilers 180lbs If Surveyed Afloat or in Dry Dock Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers - Last Report No. 18191 Port HPL.

Particulars of Examination and Repairs (if any) Machinery 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 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 letteres 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?

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

Present condition of funnel(s)

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 Boilers?

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

and of the Donkey Boilers?

Has the 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?

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft

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.

This vessel put into Lisbon on the 13th. October 1941 whilst on a voyage from the U.K. to Huelva on account of machinery trouble.

Now done:- Vessel examined afloat and loaded. The L.P. bottom end metal run and heavy knocks reported in the L.P. cylinder, air pump, I.P. valve chest and the L.P. and I.P. guides. These parts were opened out and the following repairs now carried out.

L.P. bottom end retalled and the spare bottom end bolts fitted, the bolts removed, carefully, examined, found in order and replaced on board as spare.

The L.P. piston ring tongue piece screws found loose now renewed.

The L.P. cylinder clearance checked and adjusted to $\frac{1}{2}$ " bottom $\frac{7}{16}$ " top.

Air pump bucket slack on spindle, dismantled found sound and hardened up with new check screw for nut.

(p.t.o.)

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 is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per section 29)

£ : :

Fees applied for 16-10-41

Special Damage or Repair Fee (if any) (per Section 29)

Esc: £550.00

Received by me, 19

Travelling expenses (if chargeable)

£ 50.00

Committee's Minute

Assigned

TUE. 18 NOV 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W215-0024

The rod dressed up. I.P. valve spindle found badly worn in way of packing and now built up, machined and new gland and neck rings fitted.
I.P. guide face plate leaking and now removed, machined on account of corrosion and rejointed with new bolts throughout.
The I.P. guide shoe lined up and the securing set screws renewed, (one found broken)
The L.P. guide face plate rejointed and the guide shoe adjusted.
The L.P. cylinder and crank shaft and all holding down bolts examined and found in order
A few minor repairs also carried out.

G. G. Inou.

Repairs to 2/Engine H. S. S. S. S.
air pump

was a casualty

GA

14/4/41

No 2 due 9.41



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