

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

(Received at London Office 28 OCT 1935)

Date of writing Report 24-10-35 When handed in at Local Office 19 Port of LISBON.

Survey held at LISBON. Date, First Survey 17-10-35 Last Survey 22-10-35 (No. of Visits 2.)

on the Machinery of the Wood, Iron or Steel S.S. "MELLIN".

Gross 4577 Vessel built at Sunderland. By whom Short Bros. Ltd. When 1930
Net 2780 Engines made at " " By whom J. Dickinson & Sons Ltd When 1930

Main Power 386 Boilers, when made (Main) 1930 1913 (Donkey) 1930 1913

Main Boilers 2 Owners S.G. Embiricos. Owners' Address (if not already recorded in Appendix to Register Book.)
Key Boilers 1 Managers Port Andros. Voyage Genoa.

Boilers 180 lbs If Surveyed Afloat or in Dry Dock Afloat and No. 1 D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Boilers 100 lbs.

Report No. Port

Particulars of Examination and Repairs (if any) Repairs.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom Please see Damage Report D.145

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

Donkey " " " " -

Not done, state for what reasons? -

Parts of the Boilers could not be thus thoroughly examined? -

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? -

Date of internal examination of each boiler Present condition of funnel(s) -

Has the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -

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

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - , and of the Donkey Boilers? -

Has the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -

Has the Surveyor examine all the mountings of the Main Boilers? - , and of the Donkey Boiler? -

Has the 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 the 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? -

Has the examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. -

Are the parts, when referred to by numbers, should be counted from forward. Is electric light and power used? Yes

If the machinery is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Remarks:- Vessel in dry dock. Examined propeller, outer end of stern bush and outside fastenings and connections. The ballast pump had been working on No. 1 hold bilges continuously for about 48 hours and was opened up for examination.

Repairs:- Crosshead pin renewed. Piston rod and plunger rod cotters renewed. Grooves in plunger rod renewed. One delivery valve guard repaired. On completion of repairs the pump was tried under working conditions with satisfactory results.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel so far as now examined is in good order and eligible in my opinion to remain as classed without fresh record of survey.

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 L.M.C. 140 lb., F.D., &c.) CS 3,34.

Is in good order and eligible in my opinion to remain as classed without fresh record of survey.

Signature of Surveyor: J. J. Sulland

Engineer Surveyor to Lloyd's Register of Shipping.

Fees applied for 19

Age or Repair Fee (if any) Please see Report 8.

Expenses (if chargeable) 19

Received by me, 19

Committee's Minute

As now

FRI 8 NOV 1935

FRI 29 NOV 1935

FRI 17 JAN 1936

Lloyd's Register Foundation

W256-0189

Vertical text on right edge: Insert Character of Ship and Machinery precisely as in the Register Book.

Vertical text on right edge: Is a Certificate required? If so, to be sent to.

Ballast pump repaired.

It is submitted that
this vessel is eligible to
remain as CLASSED.

[Handwritten signature]

4/11/31



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