

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

1935

(No. of Visits 2.)

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

Gross 4577
Net 2780

Vessel built at Sunderland.

By whom Short Bros. Ltd.

When 1930

Engines made at " "

Engines made at " "

By whom J. Dickinson & Sons Ltd

When 1930

Boilers, when made (Main) 1930

Boilers, when made (Main) 1930

(Donkey) 1930

1913

Owners S.G. Embiricos.

Owners S.G. Embiricos.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Andros.

Voyage Genoa.

Managers

Managers

If Surveyed Afloat or in Dry Dock

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 serially 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 any damage 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.

Damage report made by anyone else? If so, by whom Please see Damage Report D.145

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)

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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?

Shaft now been changed?

If so, state reasons.

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?

Examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Parts, when referred to by numbers, should be counted from forward.

Is electric light and power used? Yes

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

One:- 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.

Two:- 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.

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.

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

Fees applied for
Survey or Repair Fee (if any) Please see Report 8.
Expenses (if chargeable)

Received by me,
19

L. J. H. S. S. S.

Engineer Surveyor to Lloyd's Register of Shipping.

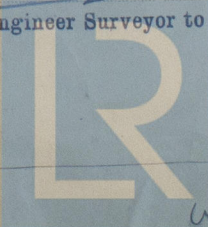
Committee's Minute

Signed

FRI 8 NOV 1935

FRI 29 NOV 1935

FRI 17 JAN 1936



Lloyd's Register Foundation

Ballast pump repaired.

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

[Signature]

4/11/31



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Foundation