

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

(Received at London Office)

APR 24 1939

Date of writing Report 18-4-39 When handed in at Local Office \_\_\_\_\_

No. in Reg. Book 63624 Survey held at LISBON. Date, First Survey 13-4-39 Last Survey 19th April 1939 Port of LISBON (No. of Visits 2)

on the Machinery of the ~~S.S. "SANTA TERESINHA"~~ S.S. "SANTA TERESINHA"

Tonnage { Gross 303 Vessel built at Selby By whom Cochrane & Sons When 1912  
 Net 117 Engines made at Hull By whom C.D. Holmes & Co. Ltd. When 1912

Nominal Horse Power { 79 Boilers, when made (Main) 1912 (Donkey) -

No. of Main Boilers 1SB Owners Sociedade de Pesca Santa Fé Lda Owners' Address \_\_\_\_\_  
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port Lisbon. Voyage \_\_\_\_\_

Steam Pressure in Main Boilers 300 lbs If Surveyed Afloat or in Dry Dock C.U.F. No 4 D.D.

in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Particulars of Examination and Repairs (if any) B.S. & Dkg.

Periodical Surveys, when held, must be reported in detail and verbatim 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.

On 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

" " Donkey " " " " -

Was this 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? b-

State latest date of internal examination of each boiler. 13-4-39 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 300 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 Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boilers? -

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

Has screw shaft now been drawn and examined? No 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft. 2 mm.

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

Also, 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? -

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

CHARACTER. for Special Survey Date of last Survey and of Periodical Survey.	Machine and Boiler Survey (including date of N.E. if any)
+100A1	+LMC.10,37
Stm. trawler	TS.(5.38) C.L.
5,38.	
SS Hul. No. 3-6,35	
SS Lis. No. 3-33	
SS Lis. 2nd. No 3-11-37.	

Now done:- The main boiler opened out and examined together with its safety valves and other mountings and found in good order.

The safety valves adjusted as above and the boiler examined under steam and found satisfactory.

Decking:- Vessel placed in dry dock. Propeller and all outside fastenings examined and found in good order.

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

The machinery of this vessel is eligible in my opinion to remain as classed with fresh record of B.S. 4,39.

Survey Fee (per Section 29) Esc: -330\$00

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

Travelling expenses (if chargeable) £ 5\$00

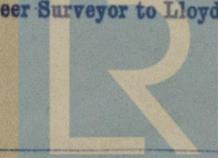
Fees applied for 20-4-39

Received by me, 20-4-1939

W. J. Wilson  
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE 2 MAY 1939

P. S. H. 29



Lloyd's Register Foundation

W453-0207

Insert Character of Ship and Machinery precisely as in the Register Book