

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 18 Port of LISBON
 No. in Reg. Book 63624 Survey held at LISBON Date, First Survey 12-4-39 Last Survey 19th April 1939
 on the Machinery of the ~~XXXXXX~~ S.S. "SANTA TERESINHA"; (No. of Visits 2)
 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 Port Lisbon
 No. of Donkey Boilers - Managers - (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 300 lbs If Surveyed Afloat or in Dry Dock C.U.F. No 4 D.D. Voyage -
 in Donkey Boilers - (State name of Dock.)

Last Report No. PortParticulars 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? -

What parts of the Boilers could not be thus thoroughly examined? -

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 12-4-39

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 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.

Is electric light and/or power fitted? -

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? -

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

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. 2, 11, B.&M.S. 2, 11, L.M.C. 2, 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, 29.

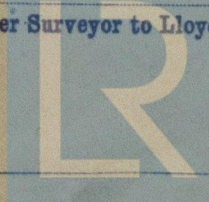
Survey Fee (per Section 29) Esc. -330\$00 Fees applied for 20-4-39
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ 5\$00 Received by me, 20-4-1939

Committee's Minute

Assigned

TUE 2 MAY 1939

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W453-0207