

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

(Received at London Office)

-6 DEC 1935

Date of writing Report 2-11-35

When handed in at Local Office

10

Port of LISBON

No. in Reg. Book. Survey held at LISBON.

Date, First Survey and last Last Survey 2-12-1935

(No. of Visits One.)

21328 on the Machinery of the ~~Wood Skinner & Co. Ltd.~~ S.S. "BEIRIZ".Gross 1276  
Tonnage Net 740

Vessel built at Newcastle

By whom Wood Skinner &amp; Co. Ltd. When 1902-5

Nominal Horse Power 201

Engines made at Newcastle

By whom N.E. Marine Eng. Co. Ltd. When 1902

Main Boilers 1SB

Boilers, when made (Main) 1902

(Donkey)

Donkey Boiler -

Owners Cia Atlantica de Navegacao.

Owners' Address

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

Main Boilers 160 lbs

Managers

Port Lisbon.

Voyage

Donkey Boilers -

If Surveyed Afloat or in Dry Dock Afloat.

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
\* for Special Survey  
Date of last Survey and of  
Periodical Surveys.Years  
expired  
now  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

+100A1

+LMC4, 31

12, 33

NB 11, 08

SS Ams. 2nd. N<sup>o</sup>. 3-10, 27 BS 1, 34SS Ams. N<sup>o</sup>. 1, 31.

TS 12, 33 CL

Report No. 2498 Port

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

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the machinery of the vessel, when made, should be separated from repairs due to other causes; and the nature and details of the repairs, should be briefly summarised at the end of the report. State also the names and 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 rendered his services for this purpose, and why they were declined.

Has 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 "

Was not done, state for what reasons? Please see Report N<sup>o</sup>. 2498.

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?

What date of internal examination of each boiler?

Present condition of funnel(s) Good

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

To what pressure were they afterwards adjusted under steam? 160 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?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

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

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

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

Is electric light fitted? No.

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

How done:- The safety valves of the main Boiler adjusted under steam as above.

General Observations, Opinion, and Recommendation: The Machinery of this vessel so far as now

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, R.M.S. 9, 11, & L.M.C. 9, 11, or

CS 2, 34, 140 lb., F.D., &c.)

is in good order and eligible in my opinion to remain as classed with record of B.S. 5, 35 as usually recommended.

(per Section 29) Paid 19-5-35

Fees applied for

19

Special Damage or Repair Fee (if any) £

(per Section 29.)

Travelling expenses (if chargeable) £

Received by me,

19

Committee's Minute

Assigned

TUE 10 DEC 1935

FRI. 9 OCT 1936

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



Sl. No. 2 due 10.31

No. due 1.35 Completed

It is submitted that  
this vessel is eligible for  
THE RECORD.

No. 5.35

Yours

9.12.35



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