

Report of Survey for Repairs, &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 Tonnage 1276 Vessel built at Newcastle By whom Wood Skinner & Co. Ltd. When 1902-5
Net Tonnage 740 Engines made at Newcastle By whom N.E. Marine Eng. Co. Ltd. When 1902

Nominal Horse Power 201 Boilers, when made (Main) 1902 (Donkey)

Main Boilers 1SB Owners Cia Atlantica de Navegacao. Owners' Address Port Lisbon. Voyage

Donkey Boilers - Managers (if not already recorded in Appendix to Register Book.)
Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Afloat. (state name of Dock.)

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

Report No. 2498 Port Lis
Particulars of Examination and Repairs (if any) Compln. B.S.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years allowed 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 ^o . 3-10, 27		BS 1, 34
SS Ams. N ^o . 1, 31.		TS 12, 33 CL

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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and repairs being detailed in the body of the report, 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?

Was the examination of Donkey Boilers done? If not, state for what reasons? Please see Report N^o. 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 was the latest 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?

Has the main 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 main shaft now been changed? If so, state reasons.

Has the main 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.

Are engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~XXXXXX~~ fitted? No.

If the 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, B.&M.S. 9.11, * L.M.C. 9.11, or CS 2.24.
The vessel 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
Special Damage or Repair Fee (if any) £ :
Travelling expenses (if chargeable) £ :
Fees applied for:
Received by me, £ :
TUE 10 DEC 1935

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

Committee's Minute
Assigned Deferred for No. 3
B.S. 5.35
FRI. 9 OCT 1936
W502-0021



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

Sl. No. 3 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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