

B.S. 2,21  
NOTED FOR POSTING

WRECK BOX

No. -47 Top

No. 1286.

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

(Received at London Office)

Date of writing Report 7th July, 1921. When handed in at Local Office

Port of LISBON.

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

Date, First Survey 27th June. Last Survey 5th July, 1921.

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. Str. "INDIA"

Master A.L. Ferreira.

19133 Gross 5990

Tonnage Net 3727

Vessel built at Trieste.

By whom Lloyd Austriaco.

When 1906 12.

Registered Horse Power 617

Engines made at Chesterfield.

By whom Markham &amp; Co., Ltd.,

When 1919.

No. of Main Boilers 4

Boilers, when made (Main) 1906.

(Donkey)

1906.

No. of Donkey Boilers 1

Owner Transportes Maritimos do Estado Port LISBON.

Voyage South Africa.

Steam Pressure in Main Boilers 200 lb.

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

in Donkey Boilers 180 lb.

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

Last Report No. 1264 Port C.T.N LISBON.

Particulars of Examination and Repairs (if any) Completion of Boiler Survey.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

In 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?

Do.

"

Donkey "

"

"

Yes.

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

All parts 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?

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes.

To what pressure were they afterwards adjusted under steam? 180 lbs.

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

, and of the Donkey Boiler?

Yes.

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?

Yes.

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed?

If so, state reasons

Is the shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

COMPLETE.

As requested by Messrs. Transportes Maritimos do Estado I proceeded on board the above vessel on the 27th June and subsequent dates. Examined; donkey boiler internally and externally and found all shell plating, combustion chamber plating, all riveting, stays, tubes and furnaces in good condition. Boiler furnaces and combustion chambers examined internally and all parts found to be in good order. Examined all boiler mountings and these were found or placed in good condition. Chocks, boiler bearings, smoke boxes, uptake and chimney, were found to be in good condition. Main boiler survey was held in February last.

General Observations, Opinion, and Recommendation:— I am therefore of the opinion that this vessel's boilers are in fit and efficient condition, eligible to remain as at present classed in the Register Book with fresh record of BS.LISBON. 2/1921.

Survey Fee (per Section 28) £ : :  
Special Damage or Repair Fee (if any) (per Section 28) £ 6 0 0  
Travelling Expenses (if chargeable) £ 1 10 0

Fees applied for

19

27-10-0

Received by me,

19

Assistant

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 22 JUL. 1921

Assigned

DEFERRED  
WRITTEN

BS 2.21

Lloyd's Register  
Foundation

W711-0127

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

yes - surveyors office: Lisbon

Is a Certificate required? If so, to be sent to



B. I. due 4.18 parts held 7.19 again 221 completed  
L. I. due 4.21. no arrangements stated

It is submitted that  
this vessel is eligible for  
THE RECORD. B.S. 2.21

L.I.  
18/7/21

N.B.—If this Report is copied by Copping Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register  
Foundation