

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

(Received at London Office SAT. 2-DEC. 1916)

Date of writing Report 25-11-16 When handed in at Local Office 19 Port of Lisbon.

No. in Reg. Book 1082 Survey held at Lisbon. Date, First Survey 17-11 Last Survey 24-11 1916 (No. of Visits 4)

on the Machinery of the ~~Wood's Iron~~ Steel Aux. S.S. "TRES MACS". Master Jose R. Mascarenhas

Tonnage Gross 163 Net 111 Vessel built at Lisbon. By whom H. Parry & Son. When 1905 2mo.

Registered Horse Power Engines made at Dalmuir. By whom W. Beadmore & Co Ltd. When (Donkey)

Main Boilers Owners Vacuum Oil Company (J.M. Dallas, Port Lisbon. Voyage Coasting.

Donkey Boilers Pressure Main Boilers If Surveyed Afloat or in Dry Dock Afloat.

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
* 100A1 Lisbon.		+ L.M.C. 8.15
8.15.		+ M.E. 12.12
for carrying oil in bulk.		T.S. 8.15
		OIL ENGINE.

Report No. 1045 Port Lis

## Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 " " " "

What was 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?

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? 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 Boiler?

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 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

Has 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 per the Secretary's letter of October 3rd also the Secretary's letter to the Owners of a later date & Owners having requested the survey to be carried out on the machinery of their motor boat "Tres Macs", I found machinery opened out for inspection & on examination found three forward cylinders & pistons in good order, No 4 cylinder aft was oval & scored, so recommended same to be taken to shop, rebored, a new piston made & fitted which has now been done. I also examined crank shaft, connecting rods & brasses & actuating pieces, clutches & reversing gear as well as exhaust & inlet valves all of which I found in good condition. Water circulating spaces around cylinders being clean cylinders were reclosed after the crank shaft & bearings had been adjusted. I also examined fuel tank connections & found everything in order so all was afterwards replaced and engines boxed up after which we had a trial run in the river when I found that everything worked well, engines & shafting running smoothly.

All auxiliary machinery was also overhauled & tried under working condition.

**General Observations, Opinion, and Recommendation:**— I am therefore of opinion that this vessel (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, or L.M.C. 9.11, 140 lb., E.D., &c.)

is now in a fit & efficient state to remain as classed, with fresh record of survey, Lisbon, 8.15, made in the Register Book & notation of L.M.C. 8.15.

Survey Fee (per Section 28)..... £	Fees applied for	} £7-10-0.
Special Damage or Repair Fee (if any)..... £ 6' 0' 0	19	
(per Section 28)	Received by me,	}
Travelling Expenses (if chargeable)..... £ 1' 10' 0	19	

*John P. ...*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. DEC. 8-1916  
 Assigned + L.M.C. 11.16  
 MACHINERY CERTIFICATE WRITTEN 11-12-16



W744-0058

Annual Survey now held on  
old papers (due 8.16)

It is submitted that  
this report is suitable for  
**THE RECORD.** +LMC 11.16

H.B.—If this Report is copied by Copying 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.

*[Signature]*  
6.12.16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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