

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

No. 1055.

(Received at London Office FRI. 12. JAN. 1917)

Date of writing Report 4-1-1917. When handed in at Local Office 19 Port of Lisbon.

No. in Book Survey held at Lisbon. Date, First Survey 2-1 Last Survey 4-1 1917.

450 on the Machinery of the ~~Wood~~ Iron or Steel Screw K. "ELITE" Master A.V. Dionysio.

Displacement Gross 487. Net 305. Vessel built at Selby. By whom Cochrane & Sons. When 1909 7mo.

Registered Horse Power 117. Engines made at Hull. By whom Amos & Smith Ltd. When

No. of Main Boilers 1. Boilers, when made (Main) (Donkey)

No. of Donkey Boilers Owners Parceria Geral de Pescarias, Port Lisbon. Voyage mine sweeping.

Working Pressure of Main Boilers 180. If Surveyed Afloat or in Dry Dock (State name of Dock)

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 Iron Trawler	6-15	+LMC 11-13
100A1		B.S. 9-15
100A1		TS 11-15
100A1		

Particulars of Examination and Repairs (if any) Boiler.

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 sides 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.

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.

Do. " Donkey " " " " "

If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined? None.

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 "

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , 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? Yes. , and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has the 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?

What is 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?

This vessel having stopped for cleaning purposes, at Owners request & as per the Secretary's letter to the Owners, I proceeded on board in order to carry out the boiler survey now over due, vessel having sustained slight damage to her bottom.

Boiler having been opened out for inspection I examined same externally & internally & found shell plating, tubes, stays etc., in good condition & clean, fire bars, bridges & furnace fronts being removed I examined combustion chambers tube plates & furnaces which I found in a good state of preservation & no signs of leaking anywhere. All boiler fittings were also examined, safety valves neck valves, doors & mountings which I found good & efficient, so boiler was reclosed, fronts, bridges & bars replaced & steam raised when I adjusted the safety valves to 180 lbs per square inch. Engines were also tried under steam & everything found to work smoothly.

General Observations, Opinion, and Recommendation:— I am therefore of opinion that this vessel's (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.&H.S. 9,11, or E.L.M.C. 9,11, 140 lb., F.D., &c.)

Boiler is now in a good & efficient working condition & to have fresh record of survey BS LISBON 117

to be made in the Register Book.

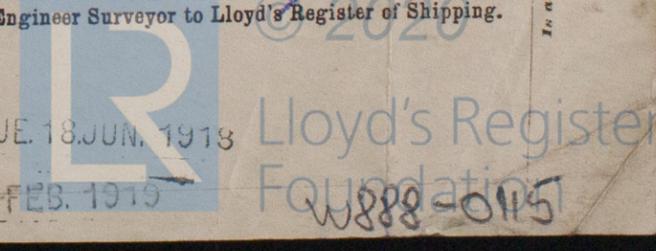
Survey Fee (per Section 28) £ : : Fees applied for 19 £2-10-0.
Special Damage or Repair Fee (if any) (per Section 28.) £ 2: 10: 0 Received by me, 19
Travelling Expenses (if chargeable) £ : :

Committee's Minute TUE. JAN. 16. 1917 FRI. OCT. 12. 1917.

Engineer Surveyor to Lloyd's Register of Shipping. J. O. Payne
TUE. 18. JUN. 1918
FRI. 7. FEB. 1919

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

If no, to be sent to



B.S. due 9.16 now held.

It is submitted that
this vessel is eligible for
THE RECOED BS 1.17.

N.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.

JWD.
12/1/17

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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