

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

(Received at London Office

FRI. 12 JAN. 1917

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

Port of Lisbon.

Survey held at Lisbon.

Date, First Survey 2-1

Last Survey 4-1

1917.

on the Machinery of the ~~Wood, Iron or Steel~~ Screw K. "ELITE"

Master A.V. Dionysio.

Gross 487.  
Net 305.

Vessel built at Selby.

By whom Cochrane &amp; Sons.

When 1909 7mo.

Registered Horse Power 117  
of Main Boilers 1

Engines made at Hull.

By whom Amos &amp; Smith Ltd.

When

Boilers, when made (Main)

(Donkey)

of Donkey Boilers

Owners Parceria Geral de Pescarias, Port Lisbon.

Voyage mine sweeping.

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 &amp; Supplements).

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 <i>Iron Trunk</i>	6-15	+LMC 11-13
<i>See also No. 4</i>		B.S. 9-15
<i>See also No. 1-13</i>		T.S. 11-15

Last Report No. Port

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 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 dates and 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?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Do. " Donkey " " "

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?

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

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

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

the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler?

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

shaft now been changed? If so, state reasons

the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

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

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

check 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 S.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 BSLISBON 117

made in the Register Book.

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

Committee's Minute TUE. JAN. 16. 1917

FRI. OCT. 12. 1917.

signed

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 18. JUN. 1918

FRI. 7. FEB. 1919

Lloyd's Register  
Foundation

W888-01151



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.  
17/1/17

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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