

COPY

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Rpt. 9.

No. 5771

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 9th. June 1952

When handed in at Local Office

19

Port of LISBON

21 JUL 1952

No in Survey held at LISBON

Date. First Survey 6-2-52

Last Survey 9th. June 1952

(No. of Visits 16)

Reg. Book.
9015618321 on the Machinery of the ~~XXXXXX~~ Steel ARETI ex Maria CristinaTonnage { Gross 3330
Net -
Nominal Horse Power 315

Vessel built at Middlesbrough

By whom Smith's Dock & Co. Ltd

Year. Month.
When 1920 7mo

Engines made at "

By whom "

When 1920

Boilers, when made (Main) 1920

(Donkey) -

Owners Companhia de Navegacao Olissipo

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Panamá

Voyage

Managers

If Surveyed Afloat or in Dry Dock Both

(State name of Dock.)

No. 1 D.D. & Alcantara 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		+LMC2-42
5-47		BS7-47
SS Lis. 2nd. No. 3-		TS1-45
12-42		CL
Cargo bottoms not fitted		

Last Report No.

Port

Particulars of Examination and Repairs (if any) L.M.C. DOCKING T.S. & O.F.C.

(Periodical Surveys, when held, must be reported in detail and serialim 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 report. State also the dates and initials of any letters respecting this case. Dec. 47 2nd. May 1952

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? yes

" " Donkey " " " "

If not, 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? -

State latest date of internal examination of each boiler. Port & Starbd. Birs. 21-5-52

Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? -

To what pressure were they afterwards adjusted under steam? -

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

and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? yes

and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? yes

Has it a continuous liner? yes

Is an approved oil retaining appliance fitted at the after end? no

Has shaft now been changed? no

If so, state reasons -

Has the shaft now fitted been previously used? -

Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? -

State date of examination of Screw Shaft 7th. March 1952

Is electric light and/or power fitted? yes

Is so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward.

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

Now done:-

Vessel placed in drydock. Propeller, screwshaft (drawn) sea connections and all outside fastenings examined and found or placed in good order.

L.M.C.

Examined all cylinders, pistons, slide valves, crank, thrust and intermediate shafts pumps and condensers (tested) also the valves, cocks, pipes and strainers of the pumping arrangements.

The main boiler examined internally and externally together with mountings. The safety valves adjusted under steam as stated above. The Oil Fuel and Fire Extinguishing installation (now fitted), examined and tested as per Rule. All main steam pipes and selected lengths of auxiliary steam pipes over 3" bore examined and tested as per Rule.

Electrical Installation examined and tested.

(p.t.o.)

General Observations, Opinion, and Recommendation. —

(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, BS 9,11, B&MS 9,11, *LMC 9,11 or LMC 140 lb., FD, &c.) CS 3,34

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of +L.M.C. 6-52 and T.S. (CL) 3-52. The notation "FITTED FOR OIL FUEL" 6-52 (FP. above 150° F.) is also recommended.

Survey Fee (per Section 29) L.M.C. Esc: -6.660\$00

Fees applied for

T.S. 660\$00

3-6 19 52.

Special Damage or Repair Fee (if any) 2.880\$00

Received by me,

Travelling expenses (if chargeable) 320\$00

19

Sunday & Late Fees 1.000\$00

Committee's Minute

Assigned

E. Howey

Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN

1952

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

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

Repairs:-

Screwshaft liner skimmed and stern bush rewooded
Steam Dynamo Engine crankshaft and bearings re-conditioned
L.P.reconditioned spare rod fitted
Navigation and all midship section electrical circuits & fittings renewed on account of insulation faults.

Oil Fuel Conversion

The vessel has now been converted to Oil Fuel Burning in conformity with approved plan Secretary's letters and Rule Requirements. All control gear for the Steam Smothering and Oil Fuel Installations examined and tested on completion. The funnel damper removed. The notation "Fitted for oil fuel 6-52 (F.P.above 150° Fah.) is recommended.

E.H.



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