

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

No. 5339

(Received at London Office)

Dating Report 25 September 1936. When handed in at Local Office

Port of St. Vincent C.V.I.

Survey held at St. Vincent, Cape Verde Islands Date, First Survey 6th August Last Survey 19th Sept 1936.

(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel S.S. "Porto Grande"

Gross 199 Vessel built at Greenock By whom G. Brown & Co. When 1916 - 2

Net 89 Engines made at Glasgow By whom McKie & Baxter When 1916

35 Boilers, when made (Main) 1916 (Donkey)

1 Boilers Owners Ferro & Cia. Ltda. Owners' Address (if not already recorded in Appendix to Register Book.)

Key Boilers Managers Messrs Ferro & Cia. Ltda. Port St. Vincent Voyage

Boilers 90 lbs If Surveyed Afloat or in Dry Dock Shipway & Afloat

Boilers By Boilers (State name of Dock.) Messrs. Wilson, Sims & Co. Ltd.

Report No. Port St. Vincent.

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and any 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined

Damage report made by anyone else? If so, by whom?

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

" Donkey " " "

Not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined? Externally in way of lagging, Internally in way of narrow water spaces

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?

Date of internal examination of each boiler 19th September 1936.

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 90 lbs per sq. in.

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

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

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

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

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Water

How been changed? No If so, state reasons

Shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Examination of Screw Shaft 6th August State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 1/2"

Parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

If survey is not complete, state what arrangements have been made for its completion and what remains to be done

Cylinders, pistons, slide valves, pumps, condenser, shafting, propeller, sea connections and their fittings and the general arrangement of coxha, pipes, bilge suction etc., examined.

Boiler with its safety valves, doors and mountings examined inside and outside

the safety valves afterwards under steam to the pressure stated above.

Screw shaft has been drawn and examined and found satisfactory

Shaft had a drop of 1/8", liner skimmed up, Lignum Vitae in stern bush, new and gland with bush renewed.

Shaft repaired on the after web to main shaft in July 1934 and the repair has shown any sign of slackness on shaft.

Condenser No 2 stud in bottom row (counting from Port-side) securing after two plates

out of body casting, material around stud hole wasted, This has been repaired by

Observations, Opinion, and Recommendation:—

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.A.M.S. 9,11, & L.M. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34, this vessel's machinery is objected to, owing to repaired crankshaft and

reduced boiler pressure, and the vessel must not be put into service

outside the limit of the Harbour of St. Vincent C.V.I.

B.M.S. 9/36. W.P. 90 lbs per sq. ins. T.S. 9/36.

(per Section 20) Fees applied for

Page or Repair Fee (if any) Received by me,

Expenses (if chargeable)

Committee's Minute

ed

TUE. 20 OCT 1936 TUE. 29 DEC 1936

+ L.M.C. 9/36 subject

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Lloyd's Register Foundation



plugging up the old stud hole in body with an  $\frac{1}{2}$ " gas thread cast iron plug, new holes have been drilled and tapped on either side of old hole to receive two studs pitch 4", the tube plate has been drilled accordingly and the old stud hole plugged with an  $\frac{1}{2}$ " gas thread brass plug. On completion the condenser was tested and the repairs were found to be satisfactory.

Circulating Pump. valve chamber. had been repaired at the bottom flange dovetailing in ~~in~~ the flange. two cast iron pieces to take the studs secure the cover.

Two H.P. Piston<sup>rings</sup> have been renewed. Otherwise machinery in order.

Boiler. According to the report of previous examination in August 1930 this boiler, the general condition remains the same. with the exception of the corroding in the bottom shell plate internally, which appears to be still active, also the right hand furnace, and on the right side near flanging to the combustion chamber. showed two new pitting marks of 2 1/2" diam and 1/8" deep.

Externally the lagging at the back end of boiler was removed and the plate revealed slight wastage. The wet leads of the seam the back end plate to shell plate in way of after collision shock, the corrosion appears to have been arrested.

Mountings all found in order.

It is my opinion that the boiler in its present condition can work at the stated pressure for a period not exceeding 12 months.