

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

(Received at London Office TUE. MAR 24 1914)

of writing Report 21-3 1914 When handed in at Local Office 19 Port of LISBON

Survey held at LISBON Date, First Survey 16-3 Last Survey 21-3 1914

on the Machinery of the ~~Wood~~ Iron or Steel Screw K. "ARRABIDA" Master J. da Rocha

Gross 208 Net 57 Vessel built at North Shields By whom Smith's Dock Co. Ltd. When 1902 10mo

Engines made at Sld. By whom MacColl & Pollock, When 1902

Boilers, when made (Main) (G. Pulsford) (Donkey)

Owners Emp. Portuense de Pescarias Port Oporto Voyage Trawling

If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) No. 2 of the Harbour Works.

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.	Year Assigned and now employed.	Machinery and Boiler Survey (including date of N.B., if any).
100-A1-L1s.		BS 9, 12
Steam trawler.		L.M.C. 6, 11
2, 13		TS 2, 13
AS 16 2-11		

Report No. Port

Particulars of Examination and Repairs (if any) B. & T.S.

Special 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Large 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?

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

Donkey " " " "

Was not done, state for what reasons?

At parts of the Boilers could not be thus thoroughly examined? All parts thoroughly examined.

At special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? Examined internally & externally.

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

Surveyor examine the Safety Valves of Donkey Boiler? 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 Boiler?

Surveyor examine the drain plugs of the Main Boilers? Yes, 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? No or two liners? Yes, or is it without liners? --

Shaft now been changed? If so, state reasons

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

Distance between Lignum vitae of stern bush and top of after bearing of screw shaft? 1/32"

Survey is not complete state what arrangements have been made for its completion and what remains to be done? COMPLETE!!!

This vessel having stopped to hold the annual Bottom & Rudder survey, at the request of the Owners, I proceeded to the No. 2 Dry Dock of the Harbour Works to survey this vessel's tail-shaft which had been drawn in board for examination. Tail-shaft being fitted with two liners I examined same, which I found in good condition & 3/16" out of line.

After shafting had been lined up true, tail-shaft was again run out, propeller fitted & nut tightened hard home in my presence. I ascertain the play of this vessel's tail-shaft after stern bush was rewooded to be 1/32"

All sea-connections were also examined at this time and found to be efficient.

I also surveyed this vessel's boiler & on examination internally & externally found same to be in good order & no signs of leaking anywhere, after having examined the shell, stays, tubes, etc, which I found in a good state of preservation. The fire bars and bridges were removed and on examining furnaces I found port one down about 1/2" on starboard wing. I also

General Observations, Opinion, and Recommendation:—I am therefore of opinion that this vessel's machinery is now in a fit and efficient state to remain as classed in the Register Book with fresh

notation of survey BS LISBON 3, 14 and notation of Tail Shaft Seen LISBON 3, 14

Order of survey BS LISBON 3, 14 and notation of Tail Shaft Seen LISBON 3, 14

Fee (per Section 25) £ : : Fees applied for 21-3 19 14 £ 3-0-0-

Damage or Repair Fee (if any) (per Section 25.) £ 3' 0' 0

Expenses (if chargeable) £ : :

Received by me, 19

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FEB. MAR 27 1914

Signature of Surveyor

Signature of Engineer Surveyor

Signature of Committee's Minute

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

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



examined combustion chambers and tube plates, which I found in a very satisfactory state and clean. All boiler mountings and connections as well as safety valves were thoroughly overhauled and examined and put in an efficient working condition.

After steam was raised I adjusted this boiler safety valves to a working pressure of 180 lbs. per square inch.

H.P. piston was trued in lathe at this time and crossheads lined up.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Blake 9.13 hon. Tula  
Screwshop. scand.

It is submitted that

this vessel is eligible for

THE RECORD. B.S. 3.17

S. 3. 17

*[Signature]*  
25.3.14



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