

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

(Received at London Office)

MON. FEB. 10. 1913

Date of writing Report February 6 1913 When handed in at Local Office

Port of LISBON

No. in Survey held at LISBON

Date, First Survey 29 -1- 13 Last Survey 3 -2- 1913

1429 on the Machinery of the Wood, Iron or Steel Sc. K. "ARRABIDA"

Master J. da Rocha

Tonnage Gross 208 Net 57

Vessel built at North Shields

By whom Smith's Dock Co. Ltd.

When 1902. 10.

Registered Horse Power 52 R.H.P.

Engines made at Sunderland

By whom Mac Coll & Pellock

When 1902

No. of Main Boilers 1 S.B.

Boilers, when made (Main) 1902

(Donkey) -

No. of Donkey Boilers -

Owners Emp. Portuense Pescarias Ltda (Port) Oporto

Voyage Trawling.

Steam Pressure in Main Boilers 180 lbs

If Surveyed Afloat or in Dry Dock Dry Dock

(State name of Dock.)

No. 2 of H.W.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. No. for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned New Inspected	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 Lis Stm Trawler 6, 11 S.S. Lisbon No. 2-11		* L.M.C. 6, 11. B.S. 9, 12. T.S. 6, 11

Last Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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 of the report. State also the date 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?

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

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what 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?

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

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

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? Yes or is it without liners? -

Has 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?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/32"

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

This vessel having come from Oporto for cleaning purposes, I proceeded to No. 2 Dry Dock of the H.W. on the 29th January to examine this vessel's propeller shaft, which I found worn 3/16". At my request same was drawn inboard, and on examination I found it to be in very fair condition, though somewhat pitted between the liners, shaft is still in a good state of preservation and little reduced. Being considerably worn at the forward brass liner, same was taken to shop & turned in lathe; new neck gland fitted, also wood has been renewed at this time. After which shaft was again run out, propeller refitted, & nut tightened hard home.

I ascertain that the play of this vessel's shaft after stern bush was rewooded to be 1/32".

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

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

Machinery is now in a fit and efficient state to allow her to continue her work as a trawler and

that notation of Tail Shaft seen LISBON 2, 13 be made in the Register Book.

Survey Fee (per Section 28) £ 2 ' 0 ' 0 Fees applied for 3-2- 1913 £ 2.0.0.  
Special Damage or Repair Fee (if any) £ : :  
(per Section 28.)  
Sundry Expenses (if chargeable) £ : :  
Received by me, 19

Committee's Minute TUE FEB 19 1913

Assigned as now

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



Lloyd's Register Foundation

006467 - 006478 - 0093

Is a Certificate required? If so, to be sent to Not required.



Screw shaft & sea connections  
examined.

It is submitted that  
this vessel is eligible to  
retain an **CLASSED**

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.

\$2.13

44D  
10.2.13

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register  
Foundation