

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

(Received at London Office)

WED. MAY. 26 1920

of writing Report 15th May 1920 When handed in at Local Office

Port of LISBON

Survey held at LISBON

Date, First Survey 4th May Last Survey 14th May 1920

on the Machinery of the ~~Wood, Iron~~ Steel S.S. Ketch "OITO DE SETEMBRO"

Master José dos Santos

Gross 211

Net 67

Red 65

Main Boilers 1

Donkey Boilers 1

Assure-Boilers 180

Key Boilers 1

Vessel built at North Shields

By whom Smith's Dock Co. Ltd., When 1903 10

Engines made at Glasgow

By whom W. V. V. Lidgerwood When 1903

Boilers, when made (Main)

1903

(Donkey)

Owners Manuel Moreira Rato & Co. (Filhos) Lisbon

Voyage Trawling

If Surveyed Afloat or in Dry Dock No. 1 Dry Dock 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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 (Stm Trawler) 7,18 S.S. No 3-1/15		L.M.C. 11/15 B.S. 3.20 T.S. 7.18

Report No. 1192 Port LISBON

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially 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 being 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 offered his services for this purpose, and why they were not.

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?

" Donkey "

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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

Now been changed? NO If so, state reasons

Is 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"

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

having docked as requested by new Owners I proceeded to the No. 1 Dry Dock of the Harbour on the 4th instant and subsequent dates for the purpose of examining tail shaft and descending engine room examined same and found it to be in good condition so far as could be seen. Has a continuous liner which is in good order. Stern tube is good and new wood was fitted in stern bush, shaft being subsequently replaced also propeller and nut tightened hard home and ce- over.

Observations, Opinion, and Recommendation:— I am therefore of the opinion that this early 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, R.S. 9,11, B.C.M.S. 9,11, or S.L.M.C. 9,11, &c. (ib., F.B., &c.)

As tail shaft is in fit and efficient condition, eligible to have record made of "Tail Shaft

Lisbon, 5,1920" and as the machinery record is now complete, record also made of "L.M.C. LISBON

and notation of S.S. No. 1 Lisbon 3,1920 in the Register Book.

Fees applied for
10 £2.0.0.
Received by me,
10

Acting Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute

+ L.M.C. 3.20

MACHINERY CERT.
WRITTEN

TUE. DEC. 7 1920

Lloyd's Register
Foundation

S.S. No 1 due 11.19 now completed

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.

It is submitted that
this vessel is eligible for
THE RECORD + LMC 3.20.

5.5.20.

Handwritten signature
31/5/20

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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