

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

(Received at London Office)

Date of writing Report 30-8-37 When handed in at Local Office 19 Port of LISBON.

No. in Reg. Book Survey held at LISBON. Date, First Survey 24-8-37 Last Survey 28-8-37 19 19
(No. of Visits 2)

07752 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "FAFE".

Tonnage (Gross 285) Vessel built at Selby By whom Cochrane & Sons. When 1912-7
(Net 114) Engines made at Hull By whom C.D. Holmes & Co. Ltd. When 1912

Nominal Horse Power 63 Boilers when made (Main) 1912 (Donkey) -

No. of Main Boilers 1SB Owners Sociedade Portuense de Pesca de Arrasto. Owners' Address Arrasto. (if not already recorded in Appendix to Register Book.)
Port Porto. Voyage

No. of Donkey Boilers - Managers M.C. Martins If Surveyed Afloat or in Dry Dock Nº.4 D.D. and Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 300 lbs in Donkey Boilers -

Last Report No. - Port -

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

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 dates and initials of any letters respecting this case.)

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.

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

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 those parts of each Boiler? -

State latest date of internal examination of each boiler 24-8-37 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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? Yes. and of the Donkey Boilers? -

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? Yes. and of the Donkey Boiler? -

Has screw 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? -

Has shaft now been changed? - If so, state reasons -

Has the 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? -

State date of examination of Screw Shaft 24-8-37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 m/m

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

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

Now done:-- Vessel in dry dock. Examined sea cocks and valves, outside fastenings, propeller, screw shaft, stern bush, thrust shaft, main boiler throughout and mountings and its safety valves adjusted under steam as above. It is stated by the Owners that due to the heavy expenses incurred at this time on the vessel, they will open up the machinery for L.M.C. in from 3-4 months time when the vessel will again be dry docked for cleaning of bottom.

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, B.S. 5,11, B.M.S. 5,11, & L.M.C. 5,11, or L.M.C. 140 lb., &c., &c.)

The machinery of this vessel so far as now seen is in good order and eligible in my opinion to remain as classed with record of T.S. 8,37 C.L. and B.S. 8,37.

Survey Fee (per Section 29) B.S. Esc: £330\$00: Fees applied for 30-8-37
Special Damage or Repair Fee (per Section 29) £150\$00: Received by me, 19
Travelling expenses (if chargeable) £ 5\$00:

Committee's Minute

Assigned BS 8.37

TUE 14 SEP 1937

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
012460-012472-0019

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

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