

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

11 JUL 1949

Date of writing Report

When handed in at Local Office

Port of Ruyjaviik

No. in
Reg. Book.

Survey held at Ruyjaviik

Date. First Survey 10 April Last Survey 15 April 1949

58896

on the Machinery of the Wood, Iron or Steel K. "Faxi"

(No. of Visits 3)

Year. Month.

When 1917-7.

When 1917

Tonnage

Gross 321

Net 145

Vessel built at Selby

By whom Cocranus & Sons Ltd

Engines made at Deaifay

By whom Campbell, Gas. Eng. & Co. Ltd

Nominal
Horse Power

87

Boilers, when made (Main)

1917

(Donkey)

No. of Main Boilers

1

Owners Faxklettur H.

Owners' Address

Hafnagrad

(if not already recorded in Appendix to Register Book.)

Port

Hafnagrad

Voyage

No. of Donkey Boilers

0

Steam Pressure

200 lb.

Managers

If Surveyed Afloat or in Dry Dock

Afloat.

(State name of Dock.)

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
elapsed
since
last
survey.Machinery and Boiler
Surveys
(including date of N.B., if any).

+ 100A.1.

+ L.M.C. 12, 46

Stm Trunk.

B.S. 3, 48

12, 46

C.4, 12, 46.

S.S. B.A. - 12, 46 (D.R.)

Last Report No. 126738 Port

L.V.

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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 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*

" " Donkey " " " "

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined? *none*

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 *12 April*

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 lb.*

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? *yes*

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? *yes*

, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Is it fitted with continuous liner?

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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted *yes*

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? *yes*

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *no*

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

The boiler with its superheaters, safetyvalves, doors and mountings carefully examined outside and inside and found to be in good condition. The safetyvalves afterwards adjusted under steam to the working pressure stated above.

The boiler is in good and efficient condition and only few and trivial repairs were carried out on mountings.

allayman

General Observations, Opinion, and Recommendation:— This vessel's boiler is in a good and

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

efficient condition, in my opinion, eligible to remain as classed and to have the Record of B.S. 4, 49 in Register Book.

Survey Fee (per Section 29)

£ 14: 14: 0

Fees applied for

14/6 19/6

Special Damage or Repair Fee (if any)
(per Section 29.)

£ :

Received by me,

14/6 19/6

Travelling expenses (if chargeable)

£ :

Committee's Minute

FRI. 19 AUG 1949

Assigned

B.S. 4, 49 / L.A. J.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

014695-014703-0234

Corresp.