Rpt. 9.

No. 1493a.

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

(Received at London Office 24 FEB 1947)

Date of writing Report ____ 19__ When handed in at Local Office ____ 19__ Port of Reykjavik

No. in Reg. Book. 07600 Survey held at Helsingfors & Reykjavik Date. First Survey 20 August Last Survey 8 December 1946 (No. of Visits 62.)

on the Machinery of the ~~Wood, Iron or~~ Steel M.V. "Faxi"

Tonnage { Gross 321 / Net 145

Nominal Horse Power 87

No. of Main Boilers 1

No. of Donkey Boilers 0

Steam Pressure— in Main Boilers 200 lbs.

in Donkey Boilers

Vessel built at Selby By whom Cochrane & Sons L.D. When (Year. Month.) 1917-7

Engines made at Halifax By whom Campbell Gas Eng. Co. LD When 1917

Boilers, when made (Main) 1917 (Donkey)

Owners Faxa Kletten H/F Owners' Address (if not already recorded in Appendix to Register Book)

Managers Port Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. Port

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 2 December 1946 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? 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? 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? ner.

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 3 Decemb. State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 0,5 m.m.

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 all parts examined and fully removed

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? Yes, megger tested.

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

All cylinders, pistons, slide valves, pumps, condenser, shafting, propeller, sea connections and their fastenings and the general arrangement of valves, cocks, pipes, bilge suctions, rose etc. carefully examined and found in good condition.

The boiler with its steel plates, doors, mountings, superheater and etc, carefully examined inside and outside, and the safetyvalves afterwards adjusted under steam to the working pressure stated above.

The tailshaft was drawn and carefully examined on flexible shaft liner, cone, thread, key groove, key and nut and found in good condition, the propeller examined and found in good condition. The stuntube was carefully examined on tube, brass liner, packing and gland and all found in good condition. P.T.O.

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 since last Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A 1		+ L M e.
Stm Trawler		M.S. 2,43
10,44		B.S. 1/46
S.S. Rjkvk. 3 - 11,33		C.L.S. 43.
S.S. Rjkvk. 2 - 42.		

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. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

This vessels machinery is in good and efficient condition, in my opinion, eligible to remain as classed and to have the record ✠ LMC. 11,46. C.L. 11,46 in Register Book.

Survey Fee (per Section 29) £25: 4: 0

Special Damage or Repair Fee (if any) (per Section 29.) £21: 9: 0

Travelling expenses (if chargeable) £ : :

Fees applied for 18/12 1946

Received by me, 18/12 1946

RM. 4 JUL 1947

A. Thomsen.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + LMC 12,46

S 12,46

CERTIFICATE WRITTEN 014695-014703-0243

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

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

If a survey also been held on Ship?

If so, is the Report sent now, or when will it be sent?

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The following repairs were carried out on the machinery:
The HP piston and valve rods were dressed up and fitted with new metallic packings.
The MP piston rod dressed up and fitted with new metallic packing.
The MP crosshead dressed up on journals and the brasses fitted with new babbit.
The tunnelshaft was brought on yard and dressed up on collars.
The horse-shoe elements for thrustbearing were all fitted with new babbit.
The tailshaft brought on yard and dressed up on liner.
The sterntube brass drawn, fitted with new lignum vitae and bored up to fit the shaft.
The donkeyengine brought on yard and overhauled.
The electric lighting engine overhauled, cylinder and valve liners bored up and piston and valve renewed. The dynamo brought on yard and filled up.
The whole System of Switch boards with all equipment, conduits, lamps and etc throughout the vessel was overhauled, afterwards meggertested and found in order.
The sea connections were removed from shipsides, repaired and tested, and afterwards refitted on shipsides with new studs, nuts and strainers.
The main steam line and superheaters were tested by an hydraulic pressure of 400 lbs/□" and found in good condition.
The boiler mountings were repaired.
The boiler lagging was removed, the boiler carefully examined and the lagging renewed.
In addition to these repairs, stated above, a great lot of small and trivial repairs were carried out on the machinery.

Chapman.