

COPY.

Lloyd's Register of Shipping.



Port LISBON,

19th July 1935.

D.139.

This is to Certify that

the undersigned Surveyor to this Society did at the request of the Local Agent and accompanied by him, the Master and the Port Surveyors proceed aboard the motor-vessel "FAYAL" 573 tons gross of Horta-Fayal, on the 16th instant to make an examination of the nature and extent of the damage stated to have been caused in heavy weather to the collision bulkhead and machinery when on a voyage to Newfoundland, the vessel having put back to Lisbon when in position 39°N+11°, 01 W.

(For further particulars please see Log Book and Protest.)

FOUND:-

Fuel oil had been loaded in the lower and upper fore peak tanks and in the Fore Hold, Starbd. Side the collision Bulkhead had leaked slightly at the margin angle, about 30" above the lower peak tank top, had been caulked and was tight. The plate in way slightly bulged but paint not cracked, in way.

Upper peak tank empty. Bulkhead and deck plating in way of leakage closely examined. Paint in way not cracked. Found the Bulkhead plating had been slightly joggled to meet the margin angle.

MITCHELL thrust stated to have heated

RECOMMENDED:-

The fuel oil in the upper peak tank to be removed for examination of the bulkhead Starbd. side in way of margin angle.

The fuel oil be not replaced in the upper peak tank. Man-hole cover to be fitted on the lower peak tank-top.

Thrust to be opened up for examination. M U F F (p.t.o.)

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Committee or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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M.V. "FAYAL."FOUND:-

Thrust opened out and coupling removed. Line of shafting good. Thrust bearings and pads in good order. It was admitted when suggested, that the lubricating oil circulation had been neglected since the thrust had run well for 70 miles.

Motor centrifugal pump not efficient.

Impellers and discs worn and deeply grooved in places.

Main Engin Bilge pump out of action. Valve seats loose and suction and delivery valves worn. The seating in the pump casting for the delivery valve seat wasted by galvanic action.

RECOMMENDED:-

coupling to be removed for examination of alignment of shafting.

Thrust to be boxed up and coupling replaced.

To be opened up for examination.

Impeller and one disc to be renewed and remainder to be machined fair.

Pump casting for delivery valve seat to be machined to make an efficient seating for the valve seat. Delivery and suction valve seats and valves to renew. Cover bolt for valve lift to be renewed.

Surveyor to Lloyd's Register of Shipping.

Fees and Expenses:- 900.00 Escudos.

Fees:- 88.00 " "
Expenses.....:- 20.00 " "



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Foundation