

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

(Received at London Office 24 JUL 1935)

Date of writing Report 20-7-35 When handed in at Local Office 19 Port of LISBON.

No. in Reg. Book. 76050 Survey held at LISBON. Date, First Survey 16-7-35 Last Survey 20-7-35 1935  
(No. of Visits 3)

on the Machinery of the ~~Wood Iron Works~~ M.V. "FAYAL".

Tonnage { Gross 573 Vessel built at Foxhol By whom J. Smit & Zoon. When 1927  
Net 393 Engines made at Augsburg. By whom M.A.N. When 1930

Nominal Horse Power { 108 Boilers, when made (Main) 1930 (Donkey) -

No. of Main Boilers - Owners Cia. Açoreana de Navegação. Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers - Managers Port HORTA: Fayal Voyage

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and serially 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? -

" " Donkey " " " " -

If this was not done, state for what reasons? Please see Damage Report D.138.

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 -

Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -

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? - 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? - and of the Donkey Boiler? -

Has 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. -

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

Now done. Mitchell thrust shaft opened up, thrust ring, pads and bearings examined and found in good order. It was admitted that the heating was due to lack of attention to the lubricating oil. Line of screw shaft and thrust shaft examined and found in order. Muff coupling examined and found good. The electric bilge centrifugal pump opened out and one impeller and disc renewed, the remainder machined fair and refitted.

On Main Engine suction and delivery valves and valve seats renewed of bilge pump.

The above repairs are considered wear and tear.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now

(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.)

seen is in good order and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) Esc: 440 \$00 Fees applied for 20-7-35  
Special Damage or Repair Fee (if any) £ Received by me, 20-7-35  
(per Section 29.) Esc: 10 \$00  
Travelling expenses (if chargeable) -

Committee's Minute FRI. 16 AUG 1935

Assigned As now

TUE 8 OCT 1935

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Thrust checked and exam<sup>d</sup>. after  
overheating.

Pitp. pumps repaired.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

L.H.  
15/8/35



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