

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

(Received at London Office)

Date of writing Report 24<sup>th</sup> Nov 1916. When handed in at Local Office 19 Port of Glasgow.

No. in Survey held at Glasgow. Date, First Survey 9-11-16 Last Survey 22/11/16 1919  
(No. of Visits 9)

2<sup>nd</sup> Sup. on the Machinery of the Wood, Iron or Steel Sch. 14420 Fogo Master Richardson

Gross 4315 Vessel built at Stockton. By whom Craig Taylor & Co. When 1901 8.  
Net 2804 Engines made at Sunderland By whom Richardson When 1901.  
Registered 359 Boilers, when made (Main) 1901. (Donkey)  
orse Power 3 Owners Requisitioned by Portuguese Govt. Port Lisbon Voyage Genoa  
o. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Govan Dry Dock Particulars of Classification (which must be inserted  
o. of Donkey Boilers none (State name of Dock.) Rothsay S.S. precisely as in Register Book & Supplements).

eam Pressure 175 lb.  
in Main Boilers  
in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

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.

1 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?

2 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " "

3 this was not done, state for what reasons?

4 what parts of the Boilers could not be thus thoroughly examined?

5 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? Yes

6 the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb.

7 the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

8 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler?

9 the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler?

10 the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?

11 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?

12 shaft now been changed? If so, state reasons

13 the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

14 state the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 8.

the Survey is not complete state what arrangements have been made for its completion and what remains to be done? The crank pins to be examined at the first opportunity.

The cylinders, pistons, slide valves & faces, crank shaft (except crank pins), thrust & tunnel shafts, pumps & condensers examined & found or placed in good condition.

The screw shaft drawn & found satisfactory.

The stern bush, sea connections, outside fastenings & bumping arrangements examined & found satisfactory.

The Boilers examined throughout. The furnaces are considerably distorted & the ring furnaces are rusted at the grate line. It is recommended that the furnaces be examined or renewed in 6 months and the pressure be reduced to 175 lb. &c.

The Boilers in other respects are in good order. (over)

General Observations, Opinion, and Recommendation:— This vessel is eligible in 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, or L.M.C. 9, 11, 140 lb., F.D., &c.)

My opinion to remain as classed with the notation +L.M.C. 11/16 when the survey has been completed subject to the furnaces being examined or renewed in 6 months.

Note screw shaft seen 11/16.

Survey Fee (per Section 25) £ 5 10 0 Fees applied for 28/11/1916

Special Damage or Repair Fee (if any) £ 2 2 0 Received by me, 4-1-1917

(per Section 29.) Sunday Fee

Traveling Expenses (if chargeable)

Committee's Minute GLASGOW 28 NOV. 1916

Assigned Deferred for compl. of L.M.C. P.S. 11, 16 subject. Note Limit. Note Shaft. Note M.B. pressure.

W872-0184

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

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



Portuguese Government

Ref due 11.14 held, pressure reduced or account of pressure

S.S. No 1 due 2.14 partly held

to be completed for offshoots

It is submitted that this record is eligible for

THE RECORD. S.S. 11.16

Subject to the furnace being

removed or again removed before

the Red of May 1914

It is submitted that this vessel WILL be eligible

for the record. + LMC 11.16

When the crank pin

have been drawn

MS. 11.16

30.11.16

S.S. "LHA DO FOGO" (CONTINUED)

The main steam pipes annealed, tested to 400 lb water pressure & found satisfactory.  
The condenser tested. The S.P. junk ring renewed.  
The steering engine examined; the worm wheel re-keyed to shaft, the port piston & the rings & the starboard piston renewed.  
Some damaged filge duction pipes in tunnel renewed.

G. Mitchell.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register Foundation