

Date of writing Report30th Sept.' 55When handed in at Local Office19Port ofSuez

No inReg. Book. Survey held atSuezDate. First Survey22nd Sept.' Last Survey28th Sept.' 55

(No. of Visits3)

31228on the Machinery of theXXXXXXXSteelSc. S.S. "VALPRATO"

Tonnage {Gross 1595Vessel built atLubeckBy whomSchiffs. v.H. LochWhen1907

Net 959Engines made atAltonaBy whomJ. F. AhrensWhen1907

MN As Per RuleBoilers, when made (Main)1907(Donkey)

No. of Main Boilers2OwnersLLOYD MEDITERRANEO S.P.A.Owners' Address

HS" " "Managers-ditto-PortRomeVoyage

No. of Donkey BoilersIf Surveyed Afloat or in Dry DockBoth

Steam Pressure—(State name of Dock.)K.M.L. Drydock, Suez

in Main Boilers180lb

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) Tailshaft Survey

(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)

HULL	MACHINERY
100A- 11,54	LMC 5,52
ss (Dr) 5,47	BS 5,55
Gen 6,52	UG 5,52

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? No

" " Donkey " " "

If not, state for what reasonsNot dueWhat parts of the Boilers could not be thus thoroughly examined?

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 boilerPresent condition of funnel(s)

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers?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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? YesHas it a continuous liner? NoIs an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? NoIf so, state reasonsHas the shaft now fitted been previously used?Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?State date of examination of Screw Shaft23rd Sept.'55State the wear down in the stern bush0.03insIs electric light and/or power fitted?If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Vessel placed in drydock, Propeller, sea connections and fastenings examined. Screwshaft drawn and examined together with stern bush and oil sealing rings.

Repairs W. & T.: Sternbush re-metalled (worn) Oil retaining ring replaced by efficient spare (worn.) Minor repairs effected to sea connections.

The R.I. Certificate of Class was endorsed as follows:-

"Examined again in drydock. Screwshaft drawn and examined.

Sternbush re-metalled, Recommended that the vessel be continued in her present class subject to shell plates H2(p.&s.f.) & K 14 p.s. being dealt with by 6,56."

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, etc.)

Eligible in my opinion, to remain as classed with fresh record of TSOG 9,55.

Survey Fee (per Section 23) See L.R./R.I. Fee slip Fees applied for, 19

Special Damage or Repair Fee (if any) £ : : Received by me, 19

(per Section 23.)

Travelling expenses (if chargeable) £ : : 19

Committee's MinuteTHURSDAY 10 NOV 1955

AssignedNoted for HeaderAs new s 9.55

Fd Macfarlane

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Docking. Screw shaft seen.

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

*S 9.11*

*[Signature]*

3 NOV 1955



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