

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

(Received at London Office)

FEB 15 1940

Date of writing Report 10/2/40 When handed in at Local Office Port of NEWCASTLE-ON-TYNE
 No. in Survey held at South Shields Date, First Survey 24 Jan Last Survey 2 Feb 1940
 eg. Book. 15793 on the Machinery of the Wood, Iron or Steel S/S. "URANIA" (No. of Visits 3)

Gross 1953 Vessel built at Rostock By whom Akt. Ges. "Neptun" Year. Month. When 1902
 Net 1207 Engines made at - ditto - By whom - ditto - When 1902
 Nominal Horse Power 208 Boilers, when made (Main) 1902 (Donkey)
 of Main Boilers 2 Owners P. S. Artippas Owners' Address -
 of Donkey Boilers Managers - Port Farsana Voyage -
 Main Pressure 175 lb. If Surveyed Afloat or in Dry Dock in dry dock
 Main Boilers 175 lb. (State name of Dock.) Middle Dock & Lug. C.L.
 Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Particulars of Examination and Repairs (if any) BS. - TS - SRL.

| CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys. | Years assigned to the vessel. | Machinery and Boiler Surveys (Including date of N.B., if any). |
|--|-------------------------------|--|
| <u>100 A 1</u> | | <u>L.H.</u> |
| <u>12, 37.</u> | | <u>12, 37.</u> |
| <u>SS. H.L. 3rd 123. - 12, 37.</u> | | <u>BS. 12, 38</u> |
| | | <u>0.9. 12, 37.</u> |

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Has 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Were any parts of the Boilers not examined? If so, state for what reasons?

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?

Latest date of internal examination of each boiler Both blrs. 25-1-40. Present condition of funnel Efficient.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 175 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? None. and of the Donkey Boilers?

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

Has a screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Has a shaft now been changed? No. If so, state reasons.

Has a 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?

Distance of examination of Screw Shaft 25-1-40. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8".

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Done. For BS: Two main boilers examined inside and outside together with mountings and found in good condition. Safety valves adjusted under steam to pressure stated above.

For T.S: Screw shaft with draw and examined together with propeller and outside fastenings and found in good condition.

For S.R.L: Case of screw shaft specially examined and found in good condition. Propeller a good fit on the cone.

Repairs: 2 C.C. side stays in port blr. 2 C.C. side and 3 C.C. back stays in starboard blr. renewed. Both blr. collision chocks renewed.

Port blr. safety valve chest re-jointed to shell, - other minor repairs effected.

General Observations, Opinion, and Recommendation:—

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. CS 3, 34.

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of BS. 2, 40 and notation 0.9. 1, 40. in the Register Book.

(from SRL.)

per Section 29) BS. £ 3 :- :- Fees applied for 13 FEB 1940
 Age or Repair Fee (if any) £ :- :- Received by me, 19
 Expenses (if chargeable) £ :- :-

TUE 27 FEB 1940

Surveyor's Minute As now Without Spl. Cond

BS. 2. 40

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 Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to