

London.  
LEITH.

5th August, 1919.

J. R. Williamson.

the Ministry of Shipping attend on board the S.S. "Valencia" gross Register No. 35 in the Register Book on 29th May 1919 subsequent dates, as she lay in the Imperial Wet and Dry Dock, for the purpose of ascertaining the condition of Hull and every previous to vessel being taken over by the Ministry of Shipping. The Survey was held in conjunction with the Norske Veritas Agents and the Managers representative.

Records on board it was noted that vessel was classed

A [E] from Aug. 1913, dated Berlin 26 July 1913.

1 Special Survey held Aug. 1917, dated Hamburg 5th Sept. 1918

2:-

Keel, reverse frames, beams, stringers, bulkhead, decks, and stowage generally in holds, engine and boiler space, and peaks and bunks part examined (part filled with coal) Tank top under carefully examined, Liner boards removed, bilges examined and boards replaced, all double bottom tanks opened out and examined, hatches, hatch covers, beams, ventilators, windlass, steering gear and its connections, air and sounding pipes, masts and rigging (deck) anchors and general equipment examined as far as possible ranged.

The framing and sides of vessel throughout in good condition. Attens and close ceiling fitted throughout.

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VALENCIA."

on doors of officers and passengers accommodation more or  
effective, windows in Captains room, and main accommodation  
broken, Fresh water tank in No. 3 hold leaking, Tunnel casing  
hold defective and broken in places, all running gear to  
all and make workable. Tunnel ladders in No. 4 hold bent, A  
of hatch covers found more or less defective. All bilges  
in a dirty condition.

ery:-

inders, pistons, slides, condenser, pumps, crank, thrust and  
shafting, dynamo, steering engine, all auxiliary pumps  
up and examined.

ler shaft drawn examined, found satisfactory, and all sea cocks  
laves opened up and overhauled.

as:-

nd auxiliary boilers, and their mountings examined throughout  
und in good condition.

as follows:-

ap valves more or less defective, Bilge pump suction and delivery  
worn, Weirs feed pump valve chamber worn, including rings to  
bucket of same, Engine room telegraph defective, windlass to  
aul, white metal in M.P. crank pin bearing/wiped, Piston ring to  
ating pump slack, Bilge pump ram badly scored, Piston rings to  
ry pump slack, white metal in pump link brasses worn. Fan engine  
end brasses, white metal worn.

opinion so far as I could judge from the inspection made of the  
of the vessel and her engines and boilers which have been.  
ed the vessel and her machinery appear to be in a fit condition  
for a period of six months, provided the following repairs be  
ed.

cks fore and aft calked, Rail abreast No. 1 hatch repaired, and  
er space cleaned and painted, locks on doors of Officers and  
gers accommodation renewed or repaired, windows in Captains room  
ed, main accommodation ladder repaired, All running gear throughout  
ailed, Fresh water tank in No. 3 hold, a number of rivets renewed,  
ulked as required.



ladder in No. 4 hold straightened. A number of hatch covers  
Tunnel casing in aft hold repaired steam heaters and piping  
where necessary and equipment for all boats made good to  
Trade requirements. All bilges cleaned throughout.  
Bilge pump valves renewed, Bilge pump suction and delivery valves,  
Valve chamber of Weirs pump bored out, new shuttle valve  
fitted, Engine room telegraph made workable,  
and winches overhauled, white metal renewed in M.P. crank  
brasses. Piston rings to circulating pump renewed, Bilge pump ram  
up, new neck ring fitted and gland rebushed. Sanitary pump  
rings renewed, Pump link brasses reinstalled. Crank pin brasses  
engine reinstalled.

Above repairs have been carried out at this time.

J. B. Williamson

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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