

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

(Received at London Office JUN -7 1938)

Date of writing Report 3-6-38 When handed in at Local Office 3 JUN 1938 19 Port of NEWPORT, MON

No. in Reg. Book Survey held at NEWPORT, MON Date, First Survey 25-5-38 Last Survey 26-5-1938 (No. of Visits 2)

2444 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "FARNHAM"

Tonnage { Gross 4493 Vessel built at Stockton By whom Richardson, Duck & Co. Ltd. When 1913
Net 3022 Engines made at Stockton By whom Blain & Co. Ltd. When 1913

Nominal Horse Power 385 Boilers, when made (Main) 1913 (Donkey) 1913

No. of Main Boilers 3 Owners Alpha S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers London Port London Voyage Voyage

No. of Donkey Boilers 1 Managers London Port London Voyage Voyage
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Bailys Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Boiling, Scrap.

(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.)

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 not required.

Was a damage report made by anyone else? If so, by whom? Salvage company.

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

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

If this was not done, state for what reasons? Was not due to survey.

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 Present condition of funnel(s) Good

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? no 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? no 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 1/4"

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

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

Survey on account of vessel vibrating & shaking heavily during air trials at

Bonellon on the 2 May 1938.

Vessel placed in dry dock, propeller, outside fastenings & all connections

examined & found in satisfactory condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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, E.S. 9,11, E.&M.S. 9,11, * L.M.C. 9,11, or * L.M.C. 140 lb., F.D., &c.)

as far as now is eligible in my opinion to remain as classed without

further work

Survey Fee (per Section 29) £ : : Fees applied for 3 June 1938

Special Damage or Repair Fee (if any) (per Section 29.) £ 2:2: Received by me, D.W.

Travelling expenses (if chargeable) £ : : 3 June 1938

Committee's Minute TUE. 21 JUN 1938

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W 497 0125

Use Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

