

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

(Received at London Office)

Writing Report 30.5.1935 When handed in at Local Office 30.5.1935 Port of Southampton  
 Survey held at Southampton Date, First Survey 28.5.1935 Last Survey 28.5.1935  
 on the Machinery of the Wood, Iron or Steel YORK VALLEY (No. of Visits 4)

Gross 566 Vessel built at Newcastle By whom W. Dotsen & Co. When 1903  
 Net 296 Engines made at S. Shields By whom J.P. Remondson & Son When 1903  
 1 90 RHP Boilers, when made (Main) 1903 (Donkey)  
 in Boilers 1 Owners W. D. Wilson Owners' Address (if not already recorded in Appendix to Register Book.)  
 Key Boilers 5 Managers Port London Voyage Beners  
 Boilers 180 If Surveyed Afloat or in Dry Dock With No 3.  
 Key Boilers ✓ (State name of Dock.)

Report No. 45506 Port Stuck

## Particulars of Examination and Repairs (if any) Damage

1. Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case.

2. In cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined yes, but required.

3. Has a damage report made by anyone else? If so, by whom? Thos. Coulthome & Turner

4. Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

5. Has the Surveyor not done, state for what reasons? not prepared for survey

6. Have parts of the Boilers could not be thus thoroughly examined? ✓

7. Have 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? Hydraulic test 225 lb./sq"

8. Have the date of internal examination of each boiler? ✓

9. Has the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? 178 lb./sq"

10. Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

11. Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no , and of the Donkey Boilers? ✓

12. Has the Surveyor examine the drain plugs of the Main Boilers? no , and of the Donkey Boiler? ✓

13. Has the Surveyor examine all the mountings of the Main Boilers? no , and of the Donkey Boiler? ✓

14. Has the 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? ✓

15. Has the shaft now been changed? ✓ If so, state reasons ✓

16. 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? ✓

17. Has the examination of Screw Shaft? ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Working fit

18. Have the parts, when referred to by numbers, should be counted from forward.

19. Is electric light and/or power fitted? no

20. If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. Funnel to be broken up.

done: In damage states to have been caused by coal  
grinding at Guernsey on 2nd April 1935.

Funnel placed in dry dock propeller & outside fastenings examined.  
Machinery generally examined & tested under steam at  
any wall.  
Boilers examined externally under hydraulic pressure of 225 lb./sq"  
and funnel tight. Safety valves adjusted under steam.

Owner states that the vessel is to be broken up on arrival at  
Beners. The machinery is, in my opinion, efficient for that voyage.

## 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 S.M.C. 140 lb., F.D., &c.)

Machinery of this vessel as now seen is in an efficient condition  
the proposed voyage to Beners where the vessel is to be  
broken up.

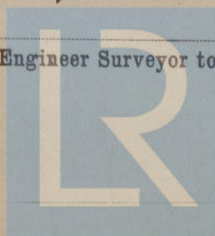
(per Section 29) £ : Fees applied for  
 Page or Repair Fee (if any) £ April 8. 19  
 per Section 29.) Received by me, 19  
 Expenses (if chargeable) £ : 19

Committee's Minute TUE. 18 JUN 1935

ed

FRI. 28 JUN 1935

Engineer Surveyor to Lloyd's Register of Shipping.



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W545-0107

Engine & Boiler generally  
examined.

Vessel to be broken up  
at Boness.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Submitted action  
is deferred

2/1/11

14/6/11

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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