

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

(Received at London Office 26 OCT 1931)

Date of writing Report Oct 23 to 31 When handed in at Local Office Oct 23 to 31 Port of TRIESTENo. in Reg. Book 37431 Survey held at Venice Date, First Survey 24 Last Survey Oct 7 1931
(No. of Visits four)on the Machinery of the Wood, Iron or Steel S. S. ValkellinaGross Tonnage 6285 Vessel built at Chepstow By whom Monmouth P. B. Co. Ltd. When 1921 10Net Tonnage 4066 Engines made at Manchester By whom Met. Phipps & Co. Ltd. When 1921Nominal Horse Power 678 Boilers, when made (Main) 1921 (Donkey) —No. of Main Boilers 3 WT Owners Sec. of Nav. Unione Italia Owners' Address —
(if not already recorded in Appendix to Register Book.)No. of Donkey Boilers — Managers — Port Genoa Voyage Laid upSteam Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock afloat
(State name of Dock.)in Donkey Boilers — Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Last Report No. 11542 Port Gen.Particulars of Examination and Repairs (if any) B S

(Periodical Surveys, when held, must be reported in detail and serially 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 Surveys 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?

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? yes

Do. " Donkey " " " " " " "

If this was not done, state for what reasons?

And what 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? not adjust.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 Boiler? —Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? —Has screw shaft now been drawn and examined? — 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? — If so, state reasons — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft —If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the surveyby the safety valves of all Boilers are to be adjusted under steam and this will be done before the vessel is put in service again.Boilers examined throughout and found in good condition. Same were also tested hydraulically to 225 lbs and found in order. Mountings and safety valves examined found in order.——————————————General Observations, Opinion, and Recommendation:— It is submitted the 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, B.S. 9, 11, B.S. 9, 11, or S.L.N.C. 9, 11, 12, 13, 14, &c.)

is worthy to remain as classed with mark of B.S. 10-31when the safety valves of all Boilers are adjusted———————Survey Fee (per Section 29) £472 Fees applied for 23/10/31Special Damage or Repair Fee (if any) £440 Received by me, —Travelling expenses (if chargeable) — 19 —Committee's Minute — 30 OCT 1931Assigned Deferred for compl. Deferred

FRI 3 JUN 1932

Deferred

Deferred

Deferred

JAL CLASS.

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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W674-0141

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

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

Panther

*BS due 3.31. Held now
to be completed before sailing*

*It is submitted that
this vessel is eligible for
THE RECORD.*

*BS 10.31
When safety valves have been
adjusted.*

*Rm
28.10.31*

mm

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.