

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

(Received at London Office

1 NOV 1939

Date of writing Report 31 Oct 1939, When handed in at Local Office 31 Oct 1939 Port of CARDIFF
 No. in Reg. Book. 34714 Survey held at CARDIFF Date, First Survey 25 Oct '39 Last Survey 30th Oct 1939
 on the Machinery of the Wood, Iron or Steel Sc. "Yalvaldis" (No. of Visits 3)
 Tonnage { Gross 534 Vessel built at Goole By whom Goole S.S. & Repg. Co. Ltd. When 1912-6
 Net 252 Engines made at Hull By whom Charles Co. Ltd. When 1912
 Nominal Horse Power 61 Boilers, when made (Main) 1912 (Donkey) 1912
 No. of Main Boilers 1 Owners Stahl & Co. Owners' Address Port Riga Voyage ✓
 No. of Donkey Boilers 1 Managers D. Thomsons (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock East Bute
 in Donkey Boilers 90 lbs (State name of Dock.)

Last Report No. 5145 Port BdxParticulars of Examination and Repairs (if any) D.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 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 ✓

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? No." " Donkey " " " Yes.If this was not done, state for what reasons? Main Boiler previously examined - please see Bordeaux Rpt. 5141.

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 Donkey Boiler 25.10.39. 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? Yes To what pressure were they afterwards adjusted under steam? 90 lbsDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? Yes.Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? None.Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? Yes.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? ✓ 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 ✓

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.Now done Please see Bordeaux Rpt. 5145.

Examined Donkey Boiler internally and externally with safety valve mountings, manhole, handholes, doors & fastenings.

Specially examined steam space screw stays and found three out of four somewhat corroded and reduced in diameter.

The Master endeavoured to have the screw stays renewed by local Repairers and experienced difficulty. The screw stays are considered efficient

meantime for a reduced W.P. of 90 lbs.

Safety valves adjusted to pressure stated.

General Observations, Opinion, and Recommendation:— The Donkey Boiler 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, B.S. 9,11, E.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

as now seen is in efficient condition and eligible in my opinion to remain as classed with fresh record D.B.S. 10,39.

Survey Fee (per Section 29) £ 2 : 0 : 0 Fees applied for 31 Oct 1939
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me, 19

Committee's Minute FRI. 3 NOV 1939Assigned AS. 5.39Note D.B. pres.CERTIFICATE WRITTEN AB

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 Engineer Surveyor to Lloyd's Register of Shipping.
 W38-0158

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

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