

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

(Received at London Office

JUL 19 1939

Date of writing Report 11/7/1939 When handed in at Local Office 19 Port of LIVERPOOL

No. in Reg. Book 5543 Survey held at Fleetwood Date, First Survey 5/5/39 Last Survey 5/7/1939 (No. of Visits 9)

65589 on the Machinery of the Wood, Iron or Steel Sc. K. "VELIA"

Gross Tonnage 290 Vessel built at Selby By whom Cochrane & Sons Ltd. When 1914 9

Net Tonnage 116 Engines made at Hull By whom C. D. Holmes & Co. Ltd. When 1914

Nominal Horse Power 342 Boilers, when made (Main) 1914 (Donkey) -

No. of Main Boilers 153 Owners J. Hunt & Son, Ltd. Owners' Address -

No. of Donkey Boilers 1 Managers - (If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 lb. Port Fleetwood Voyage Fishing

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock W. York Dock & Shipway.

(State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) LMC 9 T.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? yes

" " Donkey " " " " ✓

If this was not done, state for what reasons? ✓

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 10/5/39

Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 200 lbs.

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? ✓

, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? yes

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 5/10/39

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

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

Is electric light and/or power fitted? yes

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

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

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

Now done:- Vessel placed on slipway. The propeller, outside fastenings, sea connections examined. Screw shaft down, examined and found satisfactory. Stern bush removed. All cylinders, pistons, valves & casings, condenser, crank & thrust shafts, main & aux pumps examined & found or placed in good order. Pumping arrangements examined. Steam pipes examined. Copper main steam pipe unscathed, flanges renewed & h/f tested to 400 lbs. Electric lighting installation examined, tested & tried under working conditions. Boiler & mountings examined internally; all plain tubes & a number of stay tubes, and the 2 centre top long stays, now renewed; lower manhole door built up by B.W. & other minor repairs effected. Safety valves adjusted under steam. All repairs examined on completion, all machinery tried under steam and found satisfactory.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is (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, H.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

now in safe working condition, eligible in our opinion to remain as classed, with fresh notation of T.S. 6.39 & remark + LMC 7.39.

Survey Fee (per Section 29) LMC £ 6 : 0 : 0 Fees applied for 1939

Special Repairs or Repair Fee (if any) (per Section 29.) £ 2 2 : 0

Travelling expenses (if chargeable) £ : : Received by me, 7/9/1939

Committee's Minute LIVERPOOL 18 JUL 1939

Assigned + LMC 7.39. T.S. 6.39.

M.B. Edwards & W. Stuart
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W92-0050

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

