

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

(Received at London Office)

SEP - 2 1940

Date of writing Report 29-9-40 When handed in at Local Office 29-9-40 Port of Newport Rh.  
 No. in Reg. Book 85427 Survey held at Newport Date, First Survey 19 Aug 1940 Last Survey 26 Aug 1940  
 on the Machinery of the Wood, Iron or Steel ULVA (No. of Visits 3)  
 Tonnage { Gross 1401 Vessel built at Alfon By whom Reckay Bros When 1912-12  
 { Net 840 Engines made at Switzerland By whom Reckay Bros When 1912  
 Nominal Horse Power 153 Boilers, when made (Main) 1912 (Donkey) -  
 No. of Main Boilers 1 Owners Blane Steamship Ltd. Owners' Address Port London Voyage -  
 No. of Donkey Boilers 1 Managers Both If Surveyed Afloat or in Dry Dock Both  
 Steam Pressure 180 lbs (State name of Dock.) Commercial Dry  
 in Main Boilers - in Donkey Boilers -

Last Report No. - Port -Particulars of Examination and Repairs (if any) POCKING & COMP. BS

(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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No  
 If this was not done, state for what reasons? See Report Rpt. 72 24335

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

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?

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 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 in dry dock; propeller & outside fittings examined.  
Sea cocks & valves opened up & examined.

Now Done For Comp. BS:- Bricks examined under steam & safety valves  
 adjusted to pressure stated above.

Owner has now received waiting check valve complete.  
New valve stamped:- LLOYD'S TEST. 450 LBS. CM. 20.8.40.

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, B.S. 9, 11, B.&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 & eligible in my opinion to  
remain as classed with record of BS 640' as previously  
recommended.

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

Committee's Minutes

Assigned

FRI 13 SEP 1940

B.S. 640 Subject

Rodger 2019  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

W97-0004

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

Subject to the DONKEY BOILER  
 not to be used

*BS Completed*

It is submitted that  
this vessel is eligible for  
**THE RECORD.** *BS 640*

Subject to the  
DONKEY BOILER  
being used

*BS*  
*10/9/40*

*Handwritten notes in columns, including:*  
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