

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

Vallarsa

No. 17533

(Received at London Office)

WED. SEP. 24. 1919

of writing Report 13 Sept 1919 When handed in at Local Office 15 Oct 1919 Port of Greenock
 in Survey held at Greenock & Glasgow Date First Survey 23rd May 1919 Last Survey 12th Sept. 1919
 on the Machinery of the Wood, Iron or Steel Vallarsa Lieut. Van Sester Master J. Boriani
 Gross 5210 Vessel built at Glasgow By whom C. Connell & Co When 1918
 Net 3199 Engines made at Glasgow By whom G. Rowan & Co When 1918
 Main Boilers Three Boilers, when made (Main) 1918 (Donkey) -
 Owners Lloyd's Mediterranean & C^o Port Genoa Voyage Boston, U.S.A.
 If Surveyed Afloat or in Dry Dock at Greenock Glasgow Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Attention

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where a thorough examination was not done, state for what reasons?

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? 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 Boiler?

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 the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?

Has the shaft now been changed? No If so, state reasons

Has the shaft now been fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16"

Where the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

This vessel has now been altered from an oil tanker to a cargo carrying vessel.

All the oil pumping installation throughout the vessel has now been removed, both for cargo and oil fuel. All the oil burning installation, including pumps, pipes and fittings removed, and boiler fitted to burn coal only.

New ridge pumping arrangement fitted in holds, and deck tank. Nine 3 1/2 inch sections fitted in holds. Two, 3 1/2 inch sections fitted in deep tank, and one 3 1/2 inch section fitted in stowage.

Shut off spectacle plate fitted to filling pipes and ridge sections in deep tank. New water tight door fitted to stowage hatch from top of hold.

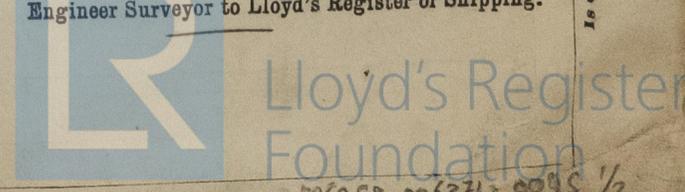
General Observations, Opinion, and Recommendation:— *The machinery of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.&N.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.) is now in good condition, eligible in my opinion to remain as classed, and to have the notification classed 9.19 recorded, and "Fitted for oil fuel" deleted from the Register Book.*

Survey Fee (per Section 25) £ 19
 Additional Damage or Repair Fee (if any) £ 0
 Selling Expenses (if chargeable) £ 0

Fees applied for 19
 Received by me, 19

Committee's Minute As now.
 Signed As now.
 Note shaft.

James Linn
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

006258-006271-0095 1/2

Stew Dept examined.
Once more cleared from an oil tanker
to a cargo carrier. And Bill
fitted to burn coal only.

It is submitted that
this vessel is eligible to
remain as CLASSED.

S. 9-19

Sketch "Fitter for oil fuel"
4-18, F.P. above 150°.

L.H.
29/9/19

Port of *Greenock*

Continuation of Report No. 17533 dated 13 Sept 19 on the

D. O. Vallarsa Late War Supt.

*The Propeller shaft drawn inland good. Stem
and Supteller good. Distensions of the sea
connections good.*

James Jones

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.