Rpt. 9. No. 24218

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

(Received at London Office DEC 27 1939)

Date of writing Report 22nd Dec. 1939 When handed in at Local Office 22 DEC 1939 Port of NEWPORT, MON.

No. in Reg. Book. 30479 Survey held at NEWPORT, MON. Date, First Survey 14th Dec. Last Survey 22nd Dec. 1939 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "NIOBE

Tonnage { Gross 1684 / Net 884

Nominal Horse Power { 244

No. of Main Boilers 2

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 190

in Donkey Boilers ✓

Vessel built at Beyth By whom Beyth S.B. & T.C. Co. Ltd. When 1920-8

Engines made at Sunderland By whom N.E. Marine Eng. Co. Ltd. When "

Boilers, when made (Main) 1920 (Donkey) ✓

Owners Société Havale Laennaise Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers G. Lamy & Cie Port Laen Voyage ✓

If Surveyed Afloat or in Dry Dock Bailey D.D. & Alex D.D. (State name of Dock.)

Last Report No. Port B.S.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1 8,38		✠ L.M.C. 4,37
S.S. Che. No. 3-4,32		B.S. 8,38
S.S. Rot. No. 1-34.		T.S. 4,34. e.L
Cargo Coaltens		not fitted

Particulars of Examination and Repairs (if any). Prop. & Tests.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 R.B.L. 14/12/39. S.B. 19/12/39 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? 190 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 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? 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

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

Vessel in dry dock. Propeller & all outside fastenings examined and found in order.

Main Boiler opened out & examined together with their safety valves & other mountings & found or put in good order.
Repairs, P. Boiler – 2 Second strake renewed. & 7 Stay nuts renewed
a number of tubes in Port & Star. Boiler expanded.
All safety valves adjusted under steam and found satisfactory

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 ✠ LMC 140 lb., F.D., &c.) CS 3,34.

so far as now seen is eligible to remain as classed till Record of B.S. 12.39.

Survey Fee (per Section 29) B.S. £3 : 0 : 0 Fees applied for 22 Dec 1939

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : : Received by me, 19

FRI 19 JAN 1940

Committee's Minute

Assigned B.S. 12.39

CERTIFICATE WRITTEN

D M Carlow
Engineer Surveyor to Lloyd's Register of Shipping.

W1200 - 0025

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

Has a Survey been sent now, or when will it be sent?

If so, is the Report sent now, or when will it be sent?

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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

10m,7,36.—Transfer Ink