

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

AUG 19 1940

(Received at London Office)

Date of writing Report July 10th 1940 When handed in at Local Office July 15th 1940 Port of New York
 in Survey held at New Jersey & Brooklyn N.Y. Date, First Survey January 29th 1940 Last Survey June 29th 1940
 on the Machinery of the Wood, Iron or Steel S/S. VALIENTE EX. "OBRIEN BROTHERS" (No. of Visits 23)

Gross 5967 Vessel built at Portsmouth, New Hampshire whom Atlantic Corporation When 1920
 Net 3741 Engines made at Ditto By whom Ditto When Ditto
 Boilers, when made (Main) 1920 (Donkey) none.
 Main Boilers 3WT. Owners Compania Diana De Vapores, S.A. Owners' Address Balea Segunda Panama.
 Donkey Boilers NONE. Managers ✓ (if not already recorded in Appendix to Register Book.)
 Main Boilers 215 LBS. Port PANAMA. Voyage
 Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock yes. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned for special survey	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey		
Date of last Survey and of Periodical Surveys.		

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Complete L.M.C. & Reps.

Medical Surveys, when held, must be reported in detail and description in the terms of the Rules. State clearly the nature and extent 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 date 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 has performed his services for this purpose, and why they were declined ✓

Has 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

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

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? ✓

Latest date of internal examination of each boiler Starboard May 23rd Centre & Port, May 27th 1940 Present condition of funnel good.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 215 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 the 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 the 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? ✓

Date of examination of Screw Shaft 30-1-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted yes

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

Done Vessel placed on dry dock examined the propeller, screw shaft, fastenings of the stem bush, valves & cocks and their fastenings and found in good order.

in engines All cylinders, liners, pistons, covers, valves, valve casings, piston & valve rods, crossheads, slippers & guides, connecting rods, crankpins, crankshaft journals & brasses examined and or placed in good order.

st shaft journals & collars, line shafting journals & bearings examined & found in good order.

shed main engine air pump & bilge pumps examined & found or placed in good order.

in & auxiliary condensers examined & tested & found or placed in good order.

independent pumps and pumping arrangements, opened up examined & found or placed in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible

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.)

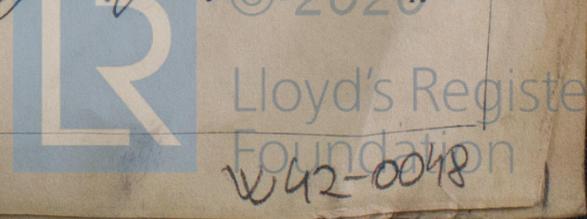
our opinion to have the record of L.M.C. 6, 40 and T.S. Cl. 1, 40.

Fee (per Section 29) See 1st Entry report No 40295 Fees applied for JUL 10 1940
 Damage or Repair Fee (if any) £ Received by me, 31/7 1940
 Billig expenses (if chargeable) T.S. \$25
Expenses \$15

Committee's Minute NEW YORK JUL 4 1940 JUB

Signed See First Entry report attached

J.A. Young & M. Belmont
 Engineer Surveyor to Lloyd's Register of Shipping.



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