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No. 12358

## PORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

6 DEC 1949

Date of writing Report 30-11-1949 When handed in at Local Office 30-11-1949 Port of GENOA  
 No. in Survey held at GENOA Date. First Survey 20-5-49 Last Survey 25-7-1949  
 Reg. Book. 04477 on the Machinery of the ~~Wood, Iron or Steel~~ T.W. S.S. "CANBERRA" (No. of Visits 18)

Tonnage { Gross 7710 Vessel built at Glasgow By whom A. Stephen & Sons, Ltd. When 1913 3 mo  
 Net 409h Engines made at Glasgow By whom A. Stephen & Sons, Ltd. When 1913  
 Nominal 1202 MN Boilers, when made (Main) 1913 (Donkey)  
 Horse Power 658 Owners Cia Marittima del ESTE, SA Owners' Address  
 No. of Main Boilers 658 Managers (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Steam Pressure 215 lb in Main Boilers 215 lb in Donkey Boilers 1  
 Surveyed Afloat or in Dry Dock Genoa Harbour Afloat (State name of Dock.)

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

CHARACTER.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.		
100 A 1		LMC 8,47
Shelter dk.		BS. 9,48
With freeboard		CL. 55,47
11,48		P. 2,48
SS Syd. 2nd. N° 34,38		
SS Gen. - 2,48		

Last Report No. Port  
 Particulars of Examination and Repairs (if any) Passenger Certificate

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.

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

as a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " "

not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

that 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?

the latest date of internal examination of each boiler June 1949

the Surveyor examine the Safety Valves of the Main Boilers? Yes

the Surveyor examine the Safety Valves of the Donkey Boilers? Yes

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

the Surveyor examine the drain plugs of the Main Boilers? Yes

the Surveyor examine all the mountings of the Main Boilers? Yes

Starboard the screw shaft now been drawn and examined? Yes

shaft now been changed? No If so, state reasons

approved oil retaining appliance fitted at the after end? Yes

State date of examination of Screw Shaft 7.49

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

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

survey for Passenger Certificate all Rule requirements require to be carried

out with the exception of the examination of the following parts:- Port main

engine all cylinders, pistons, valves & casings, crankshaft with bearings;

starboard main engine H.P., 1<sup>st</sup> M.P., L.P. valves & casings, 2<sup>nd</sup> M.P. cylinder &

piston; the steering engine, the evaporator, the survey of the boilers, the

cocks & valves & the examination of the Starboard screw shaft. Also a

liable submersible type fire & bilge pump to be fitted in the tunnel before

the end of October 1949. The Owners Superintendent states that the

examination of the machinery of this vessel will be advanced on

the Running Survey principle

now done:- The vessel placed in dry dock, the propellers, aft end of

sternbush, Starboard screw shaft & sternbush, sea cocks & valves

examined & found or placed in good condition

General Observations, Opinion, and Recommendation:- The requirements of the International

(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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

Convention are complied with & the vessel is, in our opinion, fit

for the service she is intended - Subject to a reliable submersible

fire & bilge pump being fitted in the tunnel before the end of

October 1949

Fee (per Section 29) Hull & Mach. £ 360. 0 : 0 Fees applied for

CERTIFICATE LONDON 4/12.1949

Damage or Repair Fee (if any) £ 350. 0 : 0

(per Section 29.) (Per Gen. Ltr. F. 14/7/49)

ing expenses (if chargeable) £ 33. 6 : 0

SUNDAY FEE £ 4. 12. 0

tee's Minute WED 11 JAN 1950

ed See Nap 4/24

Geo. Stevenson & Alfani  
 Engineer Surveyors to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation



Twin Screw S.S. "CANBERRA"

B.S. - All boilers examined throughout together with mountings, safety valves, manholes & doors, all found or placed in good condition & the safety valves adjusted.

The vessel converted to oil fuel burning at this time & all regulations in accordance with Passenger Certificate requirements have been carried out.

Port Machinery Survey: - Port main engine all cylinders, pistons, valves & casings, crankshaft with bearings.

Starboard main engine HP, 1<sup>st</sup> M.P., LP valves & casings, 2<sup>nd</sup> M.P. cylinder & piston

The steering engine; The evaporator examined & its safety valves adjusted.

All found or placed in good condition.  
The steam pipes were examined at Genoa 8,47 for periodical survey, now examined under steam & found efficient.

The distilling apparatus is for stand by purposes only & as such does not require to be examined.

At this time extended spindles were fitted to all bilge suction valves & a centrifugal self priming (non submersible) fire & bilge pump was fitted in the tunnel - to comply with Passenger Certificate requirements this pump will require to be a submersible type & Owners state that this will be fitted in 3 months time.

On completion the main & auxiliary engines & steering gear tried at work & found satisfactory

Geo. Stevenson