

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

(Received at London Office)

19 DEC 1953

Date of writing Report 3-12-53 When handed in at Local Office 19 Port of Rotterdam  
 No in Reg. Book. Survey held at Schiedam Date. First Survey 10th October Last Survey 16th November 1953  
 (No. of Visits 24)

35209 on the Machinery of the Wood, Iron or Steel S. ELISABETTA D

Tonnage { Gross 10440 Vessel built at Scotland, or. By whom Kaiser Co. Inc. Year. Month.  
 Net 6244 Engines made at Hyman, Mass. By whom General Electric Co. When 1944  
 Nominal Horse Power 1486 MW Boilers, when made (Main) 1944 (Donkey) ✓ When 1944  
 Owners Stalelli d'Amico Armatori Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Main Boilers 2 M/T B Managers ✓ Port Rome Voyage Canipito  
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Bath  
 Steam Pressure in Main Boilers 500 lb (State name of Dock.) Wilton-Fijenoord  
 in Donkey Boilers (Wpt 464 lb)

Last Report No. PortParticulars of Examination and Repairs (if any) Chg. 15 LMC BS REPAIRS SR

(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? Yes

" " Donkey " " " "

If not, 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? ✓State latest date of internal examination of each boiler Bath 13-10-53Present condition of funnel(s) EfficientDid the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 500 lb. + Stk 465 lb.Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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? Yes 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 Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? NoHas shaft now been changed? Yes If so, state reasons Fracture at top of keyway Has the shaft now fitted been previously used? No Has it a continuous liner? YesIs an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 2-11-53 State the wear down in thestern bush minimum Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yesas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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, stern tube bush, sea valves (ground) and their external fastenings examined and found or placed in efficient condition. Box of propeller boss found  $1\frac{1}{2}$  in oval. Propeller replaced by ship's spare. Propeller shaft drawn, examined and found fractured at top of keyway. A new propeller shaft has been satisfactorily fitted. (Certificate attached). Stern bush rewooded.

LMC:— Examined main turbine in its entirety, main propulsion generator and motor, thrust and thrust shaft, intermediate shafting and bearings, both turbo generators in their entirety, main and aux boiler feed pumps, main and aux S.W. circ pumps, main and aux condensate pumps, lub oil pumps, boiler fuel oil pumps and heaters (tested), oil fuel transfer pump, main and aux condensers, ballast pumps, bilge pumps, feed water heater (tested), lub oil cooler, sanitary pump, air cooler and trunkways, (continued)

General Observations, Opinion, and Recommendation:—

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

The Machinery of this vessel as now run, is in efficient condition and eligible, in our opinion, to remain as classed with fresh records, TS 11,53 Cl. LMC 10,53 and BS 10,53 (now)

Survey Fee (per Section 23) £

Special Damage or Repair Fee (if any) (per Section 23.) £

Travelling expenses (if chargeable) £

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

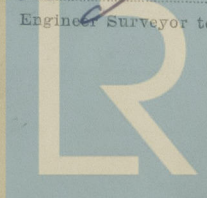
TUESDAY 19 JAN 1954

LMC 11,53 without spl. cdn

S. N. 11,53

H. Armstrong

Engineer Surveyor to Lloyd's Register of Shipping.



H. Bailey

Lloyd's Register Foundation

003409-003416-0309 1/2



## S/S "ELISABETTA D"

main steam pipes (tested) combustion control air receiver, emergency diesel generator engine, evaporators, steering engine, windlass, pumping arrangements, and all found or placed in efficient condition. Special survey of the electrical installation carried out:- Main propulsion generator & motor examined together with auxiliary generator, motors, switchboards, distribution boxes and cables. All insulation resistances measured and placed in efficient condition.

All machinery subsequently examined under working conditions and found satisfactory.

Main boilers opened, examined internally and externally together with superheaters, safety valves, mountings, man-hole doors and fastenings and found or placed in efficient condition. Boilers subsequently examined under steam and safety valves adjusted at the above mentioned pressures. Oil-burning installation examined under working conditions and fire fighting appliances checked and found or placed in order.

REPAIRS:- Port (inboard) turbo reduction gearing removed, rotor and pinion rebalanced and all bearings remounted.

Windlass removed ashore and completely overhauled.

Lub oil pump spindles removed. Also several other repairs effected at this time.

S.R.L. It is submitted that item "Renew reduction gears of inboard aux. generator at first opp." be deleted from the S.R.L.

W. Armstrong. aeb.



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