

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

No. 1628 bis

(Received at London Office) FRI. 26. APR. 1918

of writing Report 12th April 1918 When handed in at Local Office 10 Port of Naples

Survey held at Palermo Date, First Survey 22nd Oct 917 Last Survey 15th March 1918 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel SS "Ferrara" ex Sturmfels Master

Gross 5660 Net 3554 Vessel built at Geestemunde By whom J. C. Tecklenborg & Co. When 1912

Engines made at do By whom do When 1912

Boilers, when made (Main) 1912 (Donkey) 1912

Owners Requisitioned by Italian Govt. Port Genoa Voyage Palermo

If Surveyed Afloat or in Dry Dock Both

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. * 100A1 Gen. 4.16

Machinery and Boiler Surveys (including date of N.B., if any). + LMC-11, 12 TS 3-17

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 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? Made not any

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

Donkey " " " yes

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? yes To what pressure were they afterwards adjusted under steam? 220 lb. off

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 101 lb. do

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boiler? yes

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Has shaft now 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?

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

This steamer while moored in the port of Palermo repairing damages sustained through enemy's submarine torpedo and Cannonade, was submitted to a radical survey with a view to obtain the + LMC-17, and M.B.S. 3.18. Certificate

Main Engine, 4 Cylinder and Receiver Covers lifted up and pistons and slide valves taken out and examined, piston cast iron packing rings adjusted in respective recesses. Also slide valves adjusted.

Piston and slide valve rods, glands, stuffing boxes, guides and cross head pins examined

Connecting rods removed and crank pins and cross head brasses examined

A white metal liner in crank pin brass of 1st M.P. Cylinder it being wasted was renewed.

Crank shaft bearings, brasses lifted up and examined.

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, B.S. 9, 11, B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Consider the Machinery of this steamer in good and efficient working condition and in my opinion it is eligible to remain as it is now Classed and

recommend the record of this survey 3.18 and notation M.B.S. 3.18 be made

in the Register Book in the case of this vessel.

Fee (per Section 28) £ 10 : 0 : 0 Fees applied for 19

Damage or Repair Fee (if any) £ n : n : n Received by me, Francis Ducotter

Expenses (if chargeable) £ n : n : n

Committee's Minute FRI. JUL. 19. 1918

Signed + L.M.C. 3.18

Machinery Certificate

Lloyd's Register Foundation

Thrust shaft bearing and horse shoe collars opened out and examined.

Tunnel shafting bearings opened and examined.

Reversing gears, quadrants and brass blocks and pins, eccentric sheaves and collars.

Feed and bilge pumps dismounted and examined, the suction and delivery valves adjusted and grounded on respective seat.

Air pump opened out piston and valves examined.

Circulating Centrifugal pump acted by special steam engine opened and examined.

Sea valves and cocks fitted along ship's sides in Engine and boiler compartment opened out and examined through hammering, valves adjusted and grounded on respective seat.

Bilges and W.B.T. suction pipe, valves and roses examined.

3. Main Boilers, with 3 corrugated furnaces each have been examined all through.

Donkey boiler with 3 plain furnaces examined.

Safety valves made adrift and spiral springs and valves examined.

Mountings around Boilers, viz valves cocks for steam and valves opened and examined.

Auxiliary steam machinery, viz: Ballast steam pump, main and auxiliary steam pump opened and examined.

The whole main and Auxiliary machinery, a good adjustment has been made on it while in Palermo.

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

U. N. 1 due 11-16 now held throughout

on Machinery.

Machinery of Boilers examined
and repairs effected.

It is submitted that
this result is eligible for
THE LLOYD.

+ L.M.C. 3-18

26-4-18



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