

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

(Received at London Office AUG 19 1940)

Date of writing Report June 6 1940 When handed in at Local Office 10 Port of SHANGHAI

No. in Reg. Book. 25283 Survey held at SHANGHAI Date, First Survey May 7 Last Survey May 31 1940 (No. of Visits 4)

on the Machinery of the ~~WOODKING~~ Steel Screw "GRANATIERE PADULA"

Tonnage { Gross 3904 Vessel built at Blyth By whom Blyth S.B.Co.Ld. When 1909 1
 Net 2364

Nominal Horse Power { 327 Engines made at Hartlepool By whom Richardsons, Westgarth & Co.Ld. When 1909 1
 Boilers, when made (Main) 1909 (Donkey)

No. of Main Boilers 3 Owners Cia. Italiana di Nav.S.A.I. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Port Shanghai Voyage

No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 180 lb (State name of Dock.) International

in Donkey Boilers -

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking & BS.

(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 7th & 17th May, 1940 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 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 screw shaft now been drawn and examined? - 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

If 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, aft end of stern bush, sea cocks & valves with their shell fastenings, examined and found in good condition.

The boilers were examined over all parts with doors, mountings & safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Repairs: P. & S. Boilers: Three stay tubes renewed.

Ford Boiler: Two stay tubes renewed.

Flanging back end plate rivets renewed and wasted plate built up by electric welding.

General Observations, Opinion, and Recommendation: The boilers of this vessel are in good condition and eligible, in my opinion, to remain as classed with fresh record of B.S. 5-40.

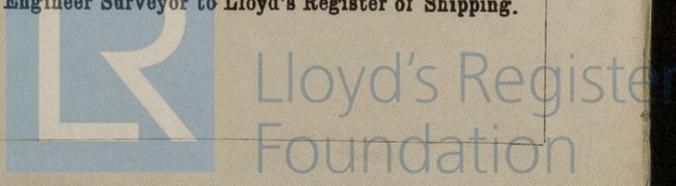
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9/11, B.&M.S. 9/11, L.M.C. 9/11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29).....	£ 8 : 0 : 0	Fees applied for <u>5/6/ 1940</u> Received by me, 19
Special Damage or Repair Fee (if any)..... (per Section 29.)	£ : : :	
Travelling expenses (if chargeable).....	£ : 12 : 0	

W. MacFarlane
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 AUG 1940

Assigned B.L. 5-40



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