

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

No. 16152

Date of writing Report 29/3/40. 19... When handed in at Local Office 29/3/40. 19... (Received at London Office APR 16 1940)

No. in Reg. Book 25086 Survey held at GENOA. Date, First Survey 16/3/40. Last Survey 26/3/40. (No. of Visits Four)

on the Machinery of the WOOD, IRON or Steel Sc. "GIULIA"

Tonnage { Gross 5921  
Net 3737 Vessel built at Monfalcone By whom Cant. Nav. Triestino Year. Month. 1926 1

Nominal Horse Power 652 Engines made at Trieste By whom Stab. Tecnico When 1926

No. of Main Boilers - Boilers, when made (Main) - (Donkey) 1926 NDB(s) 27

No. of Donkey Boilers 2 DB Owners "ITALIA" A. A. di Nov. Owners' Address -

Steam Pressure in Main Boilers - Managers - (if not already recorded in Appendix to Register Book.)

in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour & in Grazie Dry Dock. Port Genoa. Voyage -

Last Report No. - Port -

Particulars of Examination and Repairs (if any) LMC. C.S., TS., SR. LIST, RPRS & DOCK.

Periodical Surveys, when held, must be reported in detail and notation 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 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.

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? -

" " Donkey " " " " No

this was not done, state for what reasons? -

D.B.S. not due.

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 -

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? -

To what pressure were they afterwards adjusted under steam? -

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? -

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? -

and of the Donkey Boilers? -

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? No

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 25-3-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 m/m

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

Is electric light and/or power fitted? -

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done It was stated that the LMC. C.S.

will be advanced from time to time in accordance with Circular N°1670.

DONE FOR L.M.C. C.S. The following machinery parts opened up and examined:-

In Engine- N°7 cylinder, cover, piston, piston rod, crosshead, top end bearing, connecting rod, valves & valve gear.

Nos. 5 & 6 crankshaft journals and main bearings.

Port Aft Aux. Oil Engine- in its entirety including the air compressor.

Blast air receiver of port aft aux. oil engine examined internally.

PAIRS- Port aft. aux. oil engine- N°2 cylinder top end pin renewed.

DONE FOR DOCKING, S.R. LIST REPAIRS & T.S. Vessel placed in dry dock. Examined propeller & fastenings

all underwater connections. Defective stern bush now renewed. Wood of stern bush renewed. P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now

(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 LMC 140 lb., F.D., &c.)

is in good condition, and eligible, in my opinion to remain as classed with fresh record of

L.M.C. C.S. (with date) on completion of the survey and C.L.3-40.

E- The item in the S.R. List regarding the examination of the stern bush may now be deleted.

Fee (per Section 20) \* LMC. C.S. Lit. 200.-

T.S. & DOCKING " 250.-

Damage or Repair Fee (if any) £

(per Section 20.) " 40.-

Calling expenses (if chargeable) £

Holiday Fee " 200.-

Committee's Minute

Signed

CLASS.

As now Without spl. Cont

Fees applied for

29/3/40.

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007474-007485-0339 1/2



The opportunity was taken to examine the screw shaft when it was withdrawn in order to renew stern bush. Screw shaft liner skimmed and the coupling bolt holes rimmed and coupling bolts renewed.

N.B. No Interim Certificate was issued in this case, but a note of the items now examined was made in a book kept aboard by the Chief Engineer.

*MLG.*



© 2020

Lloyd's Register  
Foundation