

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

Date 1/3/40. (Received at London Office MAR 12 1940)
Reg. No. of writing Report 1/3/40. When handed in at Local Office 1/3/40. Port of GENOA.

29489 on the Machinery of the ~~WOODCROFT~~ Steel Twin Sc. "MAULY"
Survey held at GENOA. Date, First Survey & Last Survey 24/2/40. 19x
(No. of Visits One)

Tonnage { Gross 5463
Net 3418
Nominal Horse Power 779
Vessel built at Monfalcone By whom Cant. Nav. Triestino When 1925 8
Engines made at Turin By whom "Fiat" S.G.M. When 1925
Boilers, when made (Main) - (Donkey) 1925
No. of Main Boilers - Owners Lloyd Triestino D. A. di Nav. Owners' Address -
No. of Donkey Boilers 1 Managers - (if not already recorded in Appendix to Register Book.)
Steam Pressure - Port Venice Voyage -
in Main Boilers - If Surveyed Afloat or in Dry Dock Grazie Dro Docking.
in Donkey Boilers 100 lb. (State name of Dock.)

Last Report No. - Port -
Particulars of Examination and Repairs (if any) DOCKING

(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? -

" " Donkey " " " " No

If this was not done, state for what reasons? D.B.S. not due.

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 - Present condition of funnel 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? -

Has screw shaft now been drawn and examined? No 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 ~~on bearing metal~~ of stern bush and top of after bearing of screw shaft P.2 1/2 m/m.
S.2 m/m.

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:-FOR DOCKING- Examined propellers, aft end of stern bushes and fastenings of all

under water connections. All found or placed in good condition.

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 & L.M.C. 140 lb., F.D., &c.)
seen, is in good condition, and eligible, in my opinion, to remain as classed without fresh record of survey.

Survey Fee (per Section 29) Docking Lib. 150.- Fees applied for 1/3/40 116.
Special Damage or Repair Fee (if any) 2 Received by me, -
(per Section 29.) 25/- 19 -
Travelling expenses (if chargeable) -

Committee's Minute As now
Assigned -

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Examined and new surveyed.	Machinery and Boiler Surveys (Including date of N.B., if any).
* 100 A.I.		* L.M.C.S. 1-38
9-39		1-39
ss. Gen. N° 3-1-38		D.B.S. 5-39
		CL.P. 1-39
		SN. 1, 39

DUAL SURVEY
L.R. & R.L.

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

Is a Certificate required? If so, to be sent to

Engineer Surveyor to Lloyd's Register of Shipping.



