

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

(Received at London Office)

MAR 21 1940

Date of writing Report 7/3/40. When handed in at Local Office 7/3/40. Port of GENOA.

No. in Survey held at GENOA. Date, First Survey 23/2/40. Last Survey 4/3/40.
eg. Book. (No. of Visits Two)

2720 on the Machinery of the ~~WOOD~~ Steel Twin Sc. "CONTEVERDE"
Gross 18765 Vessel built at Glasgow By whom W. Beardmore & Co. Ltd When 1923 4
Net 11527 Engines made at " By whom " When 1923
Nominal Horse Power 3650 Boilers, when made (Main) 1923 (Donkey) -
No. of Main Boilers 6 DB (Spt) Owners' Address -
2 SB (Spt) Managers - Port Trieste/Voyage
Team Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour & in Grazil Dry Dock.
in Donkey Boilers -

Last Report No. Port
Particulars of Examination and Repairs (if any) MACH. PRTS & DOCK

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? No

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

If this was not done, state for what reasons? 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(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? -

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 - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 P.4.5 m/m. S.3.5 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 MACHINERY PARTS- Examined the Port H.P. and Starboard L.P. Turbine Rotors and casing complete and found same in good condition.

FOR DOCKING- Vessel placed in dry dock, examined propellers, outside and inside fastenings, sea injection and overboard discharge valves for the refrigerating machinery and for auxiliary condenser, sanitary pump sea injection valve and found in good condition.

Funnels examined so far as practicable and found in order.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as now seen, is in good condition, and the vessel is eligible, in my opinion, to remain as classed without fresh record of survey, subject to port screw shaft being examined before the end of August 1940.

(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.)

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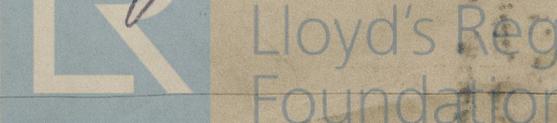
Survey Fee (per Section 29) Docking Lit. 150.-
Machy Parts " 150.-
Special Damage or Repair Fee (if any) £ :
(per Section 29.)
Travelling expenses (if chargeable) £ " 40.-

Committee's Minute As now Subject

Assigned As now Subject

Fees applied for 7/3/40
Received by me, 19

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.



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

