

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

(Received at London Office)

3 SEP 1928

Date of writing Report 23/8/28 When handed in at Local Office 23/8/28 19 28 Port of Genoa
 No. in Survey held at GENOA & SPEZIA Date, First Survey 1/8/28 Last Survey 23/8/28 19 28
 (No. of Visits 7 (Seven))

1928 on the Machinery of the ~~Wood~~ Iron or Steel Twin Scr. " CONTE VERDE "
 Gross 18765 Vessel built at Glasgow By whom W. Beardmore & Co. Id. When 1923/14
 Net 11527 Engines made at " By whom " When 1923
 Nominal Horse Power 3650 Boilers, when made (Main) 1923 (Donkey) --
 of Main Boilers 6 D. 3 Owners LLOYD SABAUDO Owners' Address Loc. Anon. per Azioni
 of Donkey Boilers -- Managers Genoa Harbour & Arsenal Dry-Dock at Spezia Voyage S. AMERICA.
 Main Boilers 200 lb if Surveyed Afloat or in Dry Dock Genoa Harbour & Arsenal Dry-Dock at Spezia
 Donkey Boilers -- Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. -- Port --
 Particulars of Examination and Repairs (if any) L.M.C.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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? --

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

Do. " Donkey " " " --

What 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? 200 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 Boiler? --

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

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

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? --

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Port & star 6 m/m.

If 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. Propellers, sea cocks and valves, outside fastenings and outer portions of stern bushes, examined and found satisfactory.

Examined PORT & STARBOARD H.P. & L.P. turbine casings and rotors, reduction gears, thrust and tunnel shafts, condensers, air, circulating, bilge and feed pumps with their valves and connections. Steering engine and pumping arrangements, main steam pipes under steam, all found and placed in good condition.

Examined all boilers (6 Double ended and 2 Single ended) internally & externally with their mountings and safety valves and found same in good condition.

Afterwards examined under steam and their safety valves adjusted as above.

REPAIRS : - The impulse stage of the port H.P. Turbine rebladed.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good condition and eligible, in my opinion, to remain as classed and to have fresh record of * L.M.C. 8-28.

Survey Fee (per Section 28) L.M.C. Lit. 1600.00 Fees applied for 27.8.1928
 Special Damage or Repair Fee (if any) £ Received by me, 14/11/1928
 Selling Expenses (if chargeable) £ 250.00
LATE FEE £ 100.00
 Committee's Minute FRI. 21 SEP 1928
 Signed + R.M.P. 8.28

J.W. Leicester 2020
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 007917-007824-0055

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

J.W. Leicester

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

S.S. no. 1 due 4.27. Survey held on machinery

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.

It is submitted that
this vessel is eligible for
THE RECORD.

+ L.M.C 8.28

4/28
19.9.28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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