

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

3 SEP 1928

(Received at London Office)

Date of writing Report 23/8/28 19 When handed in at Local Office 23/8/28 19 Port of G e n o a

No. in Book. Survey held at GENOA & SPEZIA Date, First Survey 1/8/28 Last Survey 23/8/28 19 (No. of Visits 7 (Seven))

1924 on the Machinery of the ~~Wood~~ Iron or Steel Twin Ser. " CONTE VERDE "

Image { Gross 18765 Vessel built at Glasgow By whom W. Beardmore & Co. Id. When 1923/14
Net 11527

Engines made at " By whom " When 1923

Boilers, when made (Main) 1923 (Donkey) --

of Main Boilers 6 D. 3 Owners LLOYD SABAUDO Loc Anon per Azioni Owners' Address (if not already recorded in Appendix to Register Book). S. AMERICA.

of Donkey Boilers -- Managers Genoa Harbour & Port Genoa Voyage

am Pressure 200 lb. If Surveyed Afloat or in Dry Dock Arsenal Dry Dock at Spezia

1 Main Boilers 200 lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

1 Donkey Boilers --

1st 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 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.

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? --

Is 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 " " " --

Was this 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft? Port & star 6 m/m.

Is the Survey 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

(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.&H.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

in good condition and eligible, in my opinion, to remain as classed and to have fresh record

of * L.M.C. 8-28.

Key Fee (per Section 28) L.M.C. Lit. 1600.00 Fees applied for 27.8.19

Special Damage or Repair Fee (if any) (per Section 28.) £ 250.00 Received by me, 14.11.19

Selling Expenses (if chargeable) £ 100.00

LATE FEE

Committee's Minute FRL 21 SEP 1928

signed + L.M.C. 8.28

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.1 With freeboard 8-26		* LMC.4-23 * Lloyd's RMC.5-28
Fitted for oil fuel above 150° F.		4-23 F.P. TS 8,26 C.L.

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

Genoa Office

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

J.W. Leicester 2020
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

007917-007824-0055

CERTIFICATE WRITTEN

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

19.9.28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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