

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

Date of writing Report 4 April 1927 When handed in at Local Office 19 Port of Hanse
 No. in Reg. Book 8455 Survey held at Hanse Date, First Survey 11 March Last Survey 2 April 1927
 Tonnage Gross 5790 Net 3708 on the Machinery of the Wood, Iron or Steel Tergerstea
 Vessel built at Manfalcone By whom Cont. Nav. Grestino When 1926-9
 Engines made at Grestino By whom Stabilimento Benico When 1926
 Boilers, when made (Main) (Donkey) 1926
 Owners Sa. Onam, Di. Nav. a. Vap. G. L. Parnada Owners' Address (if not already recorded in Appendix to Register Book)
 Managers Port Grestino Voyage Voyage
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Afloat
 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 100
 in Donkey Boilers 100

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

(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?

Do. " Donkey " " "

If this was not done, state for what reasons?

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?

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 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?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

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

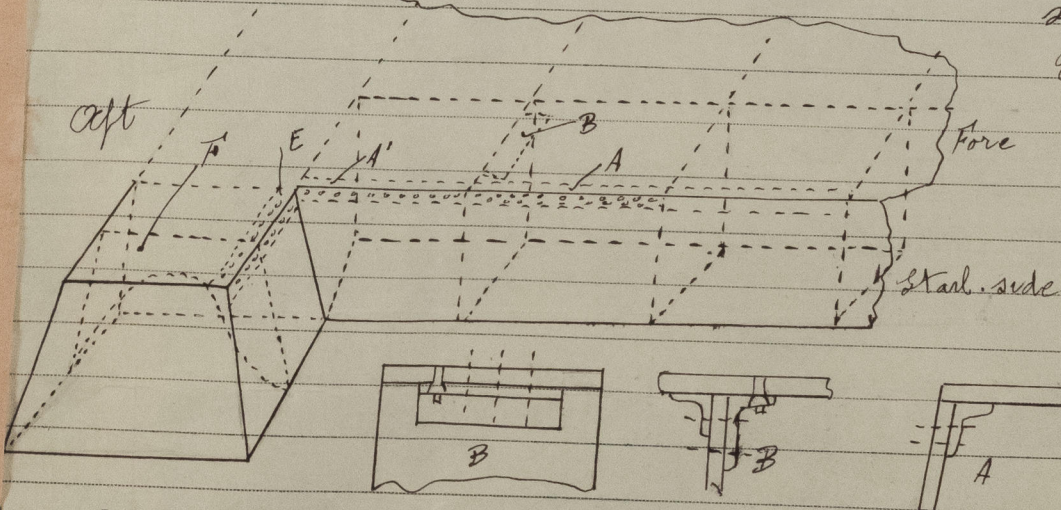
the shaft now fitted been previously used?

Has it a continuous liner?

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

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

A Survey is not complete, state what arrangements have been made for its completion and what remains to be done? This survey is complete
 is survey has been made at the request of the Master for damage to the engine support structure.
 Several rivets in the engine support structure have been found slack; more on starboard side than on port side L.E.



On the angle bar A attaching the vertical and the horizontal plate one side. On the angle bar B attaching the inside support vertical plate and the horizontal plate. At this place, it has not been possible to renew the vertical rivets, these have replaced by

P.T.O

General Observations, Opinion, and Recommendation:—

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

The vessel is in my opinion eligible to remain as classed without fresh record of survey

Survey Fee (per Section 25) £ 15.50
 Special Damage or Repair Fee (if any) £ 10.75
 Surveying Expenses (if chargeable) £ 10.75

Fees applied for April 1927
 Received by me, L 19

Committee's Minute signed

FRI. 6 MAY 1927

FRI. 9 SEP 1927

Engineer Surveyor to Lloyd's Register of Shipping.

007881-007887-0102

Repairs effected to engine seating
N.B. - If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as CLASSED.

W.D.
7/4/27

screws, and the screw heads welded.

Seven of these angle bars have been renewed and in this case 2 rows of rivets have been made in the vertical flange and the angle bars have been welded around.

In every case where it has been necessary to renew the rivets by screws in the angle bar B, these have been welded, also the angle bars.

In the turning gear platform, all rivets of angle bar E were slack, they have been renewed and reinforcement plate is maintained in the vertical sense by angle bars riveted.

238 rivets have been renewed - 39 rivets replaced by screws - 7 angle bars renewed - 16 rivets caulked.

21 meter of electric welding made in the platform.
do do do in the carter

J. H. H. H.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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