

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

(Received at London Office

4 - JAN 1926

Date of writing Report 29th Decemb 1925 When handed in at Local Office 30th Decemb 1925 Port of Leghorn =

No. in Reg. Book. 20975 Survey held at Piombino = Date, First Survey 17th Decem Last Survey 21st Decem 1925 (No. of Visits 2 = )

70948

20975 on the Machinery of the Wood, Iron or Steel say " GONZAGA "

Tonnage Gross 3134 Vessel built at Port Glasgow By whom Clyde S.B. & E. Co. Ltd. When 1907-12mo  
Net 1638

Nominal Horse Power 269 Engines made at Port Glasgow By whom Clyde S.B. & Eng. Co. Ltd. When 1907-

No. of Main Boilers 2 Boilers, when made (Main) 1907 - (Donkey) 1907 -

No. of Donkey Boilers 1 Owners Soc. Nazionale di Navigazione Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers lbs: 180 Managers = Port Genoa Voyage Mediterranean

in Donkey Boilers " 100 If Surveyed Afloat or in Dry Dock Afloat - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 2502 Port Nap

Particulars of Examination and Repairs (if any) Completion annual + 100.A.1.Gen.

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. Boilers Survey -

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 -

Do. " Donkey " " " " Yes -

If this was not done, state for what reasons? The main boilers having been examined in September 1925 as by Certificate of Naples dated 17th Sept: 25 =

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? yes - To what pressure were they afterwards adjusted under steam? Lbs. 100 =

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ====, and of the Donkey Boiler? yes -

Did the Surveyor examine the drain plugs of the Main Boilers? ====, and of the Donkey Boiler? no plugs -

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

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 ==

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? ====

At the Master's request & as by a letter received from the Society's Naples Surveyors, the donkey boiler has been examined as follow for completion of the annual boilers survey :

Carefully seen inside & outside & found efficient in way of shell, front and back end plates, fire boxes, furnaces, tubes, stays, dogs, & riveting excepted some small leaks in way of the bottom seam in the aft fire box, that have been recaulked -

All manholes & their doors with all mountings, including safety & other valves, duly examined and found or put in good condition of work as necessary -

The safety valves have been afterwards adjusted under steam at the working pressure of Lbs. 100 =

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## 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., S.D., &c.)

This vessel's boilers are eligible, in my opinion, to remain as classed & have the fresh record of survey : B.S. 9-25 made in the Register Book, subject to the H.P. cylinder liner being renewed at the

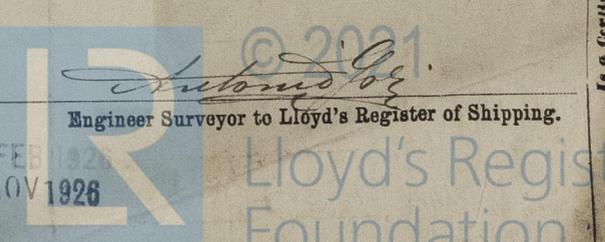
first convenient opportunity -

Survey Fee (per Section 24) £ 2. 10 0 Fees applied for 28th/12/25 }  
Special Damage or Repair Fee (if any) (per Section 28.) = : : = } Ls. 6. 2. 0. =  
Travelling Expenses (if chargeable) £ 3. 12. 0 }  
Not yet received

Committee's Minute FRI. 8 JAN 1926 FRI. 19 NOV 1926

Assigned As now Subject

DUAL CLASS B.S. 9.25



Lloyd's Register Foundation

B.S. due 10.25. partly held 9.25.  
Completed.

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

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.

A.P. cylinder liner being renewed  
at first convenient opportunity

It is submitted that  
this vessel is eligible for  
**THE RECORD**. B.S. 9.25.

*[Signature]*  
8/126

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.