

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

SAT. JUN. 14 1924

(Received at London Office)

Date of writing Report 14th June 1924 When handed in at Local Office 10 Port of Naples

No. in eg. Book Survey held at Paia Date, First Survey 3rd June Last Survey 9th June 1924  
(No. of Visits Three)

07256 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. H. Bruzus

Gross Tonnage 311 Net 124 Vessel built at Hull By whom Earle's Co. Ltd When 1906-7  
 Engines made at Hull By whom Amos & Smith When 1906  
 Boilers, when made (Main) 1906 (Donkey)   
 Owners Soc. Italia-America Port Genoa Voyage Jakar  
 Managers \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock afloat  
 (State name of Dock.) \_\_\_\_\_

Last Report No. 2299 Port Naples

Particulars of Examination and Repairs (if any) M.S. & B.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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? yes

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? yes To what pressure were they afterwards adjusted under steam? 185 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? none, 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?  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 new?  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? Complete.

The cylinders, pistons, slide valves and jaws, crank and thrust shafts, pumps and arrangements, auxiliaries, condenser and holding down bolts examined and found in order.

Boiler, mountings and safety valves, examined throughout and found in good working condition. - Safety valves adjusted under steam as above.

Examination of stern bush etc. see Rep 2299

General Observations, Opinion, and Recommendation: - It is submitted, the machinery

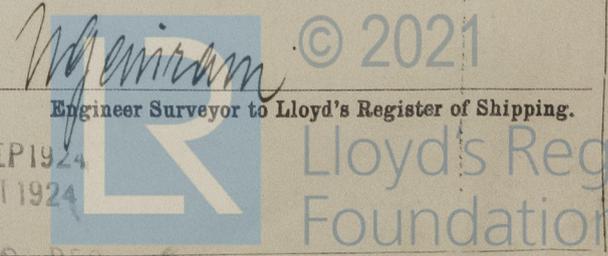
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 9, 11, D.&M.S. 9, 11, or L.M.C. 9, 11, 12, 13, 14, &c.)

If this vessel is worthy to remain as classed with record of +L.M.C. - M.S. - 9, 23 and B.S. - 6, 24. -

Survey Fee (per Section 28) M.S. & B.S. £80.- Fees applied for 11, 6, 1924 ng.  
 Special Damage or Repair Fee (if any) (per Section 28.) £ \_\_\_\_\_  
 Travelling Expenses (if chargeable) £120.- Received by me, \_\_\_\_\_

Committee's Minute FRI 20 JUN 1924  
Assigned + L.M.C. 6, 24

TUES. 2 SEP 1924  
FRI. 3 OCT 1924  
TUES. 2 DEC 1924



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

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

*S.S. 1201 - due 9.23. B.S. due 1.24. L.L.*

*It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 6.24*

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.

*L.L.  
18/4/24*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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