

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

(Received at London Office

10 APR 1928

Date of writing Report 24th April 1928 When handed in at Local Office

19 Port of Lisbon

No. in Reg. Book. 38321 Survey held at Lisbon Date, First Survey 20th March Last Survey 23rd April 1928 (No. of Visits 12)

on the Machinery of the Wood, Iron or Steel Sc. Sr. "VODICE"

Tonnage { Gross 4389 Net 2748 Vessel built at Pt Glasgow By whom A. Rodger & Co. When 1907 - 3

Nominal Horse Power 354 Engines made at " " By whom A. Rodger & Co. When 1907

No. of Main Boilers 3 Boilers, when made (Main) 1907 (Donkey) 1907

No. of Donkey Boilers 1 Owners Sec. Anon. Parodi & Corrado Owners' Address (if not already recorded in Appendix to Register Book)

Steam Pressure in Main Boilers 180 lbs Managers Port Genoa Voyage Hamburg

in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

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?

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

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?

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?

Vessel having put into this port (with leakage in No. 1 held) & sustained certain damage to machinery;

ON EXAMINATION FOUND:-

RECOMMENDED:-

a) Condenser circulating pump on main engines broken at bottom & top bracket on condenser back for securing pump fractured. (N.B. damage apparently caused by sand & mud accumulating when engines being used in shallow water.) Pump be disconnected, turned upside down for examination; later that 3/8" steel plates be shaped to fit between ribs, jointed & secured by screwed studs. Condenser back in way of bracket chipped flush, brass casting made, fitted to position & secured by 5-7/8" studs above & 5 below line of pump securing bolts. Circulating pump be renewed at end of voyage or as may be arranged to suit Owner's convenience but before making

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

Recommended vessel's machinery be continued as classed without addition or alteration to record in the Register Book, subject to condenser forward door being renewed after vessel's arrival at Hamburg

Also circulating pump to suit Owner's convenience before vessel makes another voyage outside European waters.

Survey Fee (per Section 25) £ : : Fees applied for 19 £.14.0.0
Total Damage or Repair Fee (if any) (per Section 25.) £ 14. 0. 0 Received by me, 19
Selling Expenses (if chargeable) £ : :

Redburn
Assist. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 8 MAY 1928

FRI. 1 JUN 1928

TUES. 10 JUL 1928

Assigned *Subject Deferred*

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

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



ON EXAMINATION FOUND:-

RECOMMENDED:-

(b) Forward condenser door fractured on inner side vertically over a length of about 24".
Condenser ends checked with sand & mud.

another voyage outside European waters.
Be temporarily repaired by fitting two 6" x 3" x 1/2" angles with extended joint bolts to secure same horizontally along back of door.
Door be renewed as advised below.
Condenser be cleaned & tubes washed out.

Repairs were effected as recommended & to my satisfaction, engines tried under steam & circulating pump & condenser door found efficient for allowing vessel to proceed. Owing to the general condition of the circulating pump & condenser forward door it is recommended that the door be renewed on arrival at Hamburg & similarly the circulating pump if convenient, but I am of opinion the latter could be effected at Owner's convenience before vessel makes another voyage outside European waters.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

20 No. 2 due 21/27

Temporary repairs effected to circulating pump & condenser door.

It is submitted that this vessel is eligible to remain as CLASSED, subject to the forward condenser door being renewed & the circulating pump cleaned on arrival at Ham.
Adm. Ham.
W.A.
15/27

