

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

(Received at London Office)

116 APR 1951

Date of writing Report 2nd March 1951 When handed in at Local Office

9/3, 1951

Port of

Baltimore, Maryland

No. in Survey held at Baltimore, Maryland

Date, First Survey 16th Feb.

Last Survey 21st Feb.

1951

Reg. Book

(No. of Visits 2)

55713 on the Machinery of the ~~Wood Iron or Steel~~ S.S. "CITTA di PALERMO"Tonnage { Gross 7225  
Net 4397

Vessel built at Jacksonville, Fla.

By whom St. Johns River S.B. Co.

Year. Month.  
When 1943 -

Nominal Horse Power 668 MN

Engines made at Hamilton, O.

By whom General Machinery Corp.

When 1943

No. of Main Boilers 2 WT

Boilers, when made (Main) 1943

(Donkey) -

No. of Donkey Boilers -

Owners "Sicilia" Soc. di Nav. per Svervizi

Owners' Address -

(if not already recorded in Appendix to Register Book.)

Steam Pressure 250 lb.

Managers Count Salvatore Tagliavia

Port Palermo

Voyage -

in Main Boilers (230 lb.)

If Surveyed Afloat or in Dry Dock Both

(State name of Dock.) Bethlehem Lower Yard

Last Report No. Port

Particulars of Examination and Repairs (if any) DD &amp; LMC - MS

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? -

" " Donkey " " " -

this was not done, state for what reasons? Boilers not due for Survey

Did 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?

State latest date of internal examination of each boiler -

Present condition of funnel(s) Good

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 Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? -

, and of the Donkey Boilers? -

Is 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? -

Is shaft now been changed? - If so, state reasons -

Is 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 date of examination of Screw Shaft -

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and power fitted? yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

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

Now done:- Vessel placed in drydock; examined propellers, fastenings of the stern bush and of sea connections. Sea strainers removed, sea chests cleaned, examined and recoated. Sea valves opened up, cleaned, examined and resealed, all found or now placed in good order.

Now done for LMC - MS:- Main engine - H.P. cylinder, piston, piston rings, piston rod and cover examined and found good.

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

The Machinery of this vessel, so far as now seen, is in good working condition and eligible, in my opinion, to be continued as classed with record of LMC - MS (with date) when the survey has been completed.

Survey Fee (per Section 29) LMC - MS \$ 55.00

Special Damage or Repair Fee (if any) \$ :

(per Section 29.) Sun fee 30.00

Travelling expenses (if chargeable) \$ 1.50

Fees applied for

9/3/51

Received by me,

- 19

NEW YORK MAR 14 1951

Committee's Minute

Assigned As now

Note: LMC. MS. fully held.

Engineer Surveyor to Lloyd's Register of Shipping.

009839.009847.0253

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

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



Noted

It is submitted no action is necessary as  
the vessel was withdrawn from class.

*Amey*  
3/5/51



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