

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

(Received at London Office

7 MAY 1928

Date of writing Report 4. May 1928 When handed in at Local Office 10 Port of Naples
No. in Survey held at Naples Date, First Survey 9 Last Survey 2/5 1921
31554 on the Machinery of the Wood, Iron or Steel Sc. Str. "PASSAT" (No. of Visits 1)
Gross 6582 Vessel built at Chepstow By whom Menmouth S.B. Co. Ltd When 1920-4
Net 4066 Engines made at Manchester By whom British Westinghouse & Co. When 1920.
Nominal 648 Boilers, when made (Main) 1920 (Donkey) 8-1920.
orse Power }
of Main Boilers 3. H.P. Owners Kauffahrtei A.G. Owners' Address
Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book)
n Pressure— Port Bremen Voyage Black Sea
Main Boilers 200 If Surveyed Afloat or in Dry Dock Dry dock
Donkey Boilers 120 (State name of Dock.) Scali e Bacini napolitani

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to the Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1		* LMC
Shell deck		MS. 124
with foreboard		B.S. 826 4/2
Kel. 6.27		T.S. CL 11.26
S.S. Bkn. N° 1.24		N.B. 8.10

st Report No. Port
rticulars of Examination and Repairs (if any) Docking

edical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the
e of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and
des being detailed in the body of the report, should be briefly summarised at the end of the report. State also the
e and initials of any letters respecting this case.

amage cases where the Surveyor has not made a special damage report he is required to state whether he
ffered his services for this purpose, and why they were declined?

a damage report made by anyone else? If so, by whom?

e Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

was not done, state for what reasons?

hat parts of the Boilers could not be thus thoroughly examined?

hat special means, in the absence of internal examination, were adopted by the
veyor to assure himself of the thorough efficiency of those parts of each Boiler?

e Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

e Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

e Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

e Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

e Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

rew 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?

shaft now been changed?

If so, state reasons

he 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?

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

4 1/2 m.m.

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

Complete (see Genoa

Report for B.S.) Now done: Vessel placed in dry dock, propeller,
stern bush and outside fastenings examined and found in order.

eral Observations, Opinion, and Recommendation:— It is submitted that

ate 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 X L.M.C. 9.11,
140 lb., F.D., &c.)

The machinery of this vessel remain as now classed without fresh record

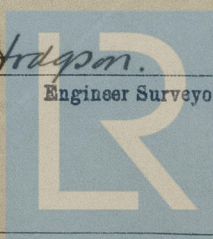
Fee (per Section 28) £ Fees applied for
Damage or Repair Fee (if any) £
(per Section 28.)
elling Expenses (if chargeable) £
Received by me, £

FRI. 11 MAY 1928

mmittee's Minute

signed As now

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

010012- 010023- 0079

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

8/5/28.

1000000

10th November 1891

about 100) added
 . or at 1/4

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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