

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

26 MAY 1927

(Received at London Office)

Date of writing Report 25-5-1927 When handed in at Local Office 10

Port of Rotterdam

No. in
Reg. Book.

Survey held at

Schiedam

Date, First Survey

and Last Survey

21-5-1927

(No. of Visits 1)

Tonnage

Gross 4263
Net 2071

Vessel built at

Sunduland

By whom

Short Bros Co

When

1902-5

Nominal
Horse Power

489

Engines made at

By whom

G. Clark Co

When

1902

No. of Main Boilers

3

Boilers, when made (Main)

By whom

(Donkey)

When

1902

No. of Donkey Boilers

1

Managers

By whom

(Donkey)

When

1902

Steam Pressure

100 lb.

Owners Soc. Anon. Industria Cementi

Owners' Address

Genoa

Voyage

Livorno

in Main Boilers

100 lb.

If Surveyed Afloat or in Dry Dock

New Waterman Mast

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
elapsed
since
last
survey.Machinery and Boiler
Survey
(including date of N.B., if any).+ 100 A 15.16
Spar deck
S.S. No. 13-5.14
S.S. No. 12.23+ LMC 6.25
B.S. 3.26
T.S. N 4.24
(u)

Last Report No. 9724 Port Gen.

Particulars of Examination and Repairs (if any) Dam:

(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.

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 *not required.*

Was a damage report made by anyone else? If so, by whom? *no*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *no*

Do.

"

Donkey

"

"

"

If this was not done, state for what reasons? *no*

What parts of the Boilers could not be thus thoroughly examined? *no*

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? *no*

Did the Surveyor examine the Safety Valves of the Main Boiler? *no*

To what pressure were they afterwards adjusted under steam? *no*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *no*

To what pressure were they afterwards adjusted under steam? *no*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *no*

, and of the Donkey Boiler? *no*

Did the Surveyor examine the drain plugs of the Main Boilers? *no*

, and of the Donkey Boiler? *no*

Did the Surveyor examine all the mountings of the Main Boilers? *no*

, and of the Donkey Boiler? *no*

Has the screw shaft now been drawn and examined? *no* Is it fitted with continuous liner? *no*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *no*

Has the shaft now been changed? *no* If so, state reasons *no*

Has the shaft now fitted been previously used? *no* Has it a continuous liner? *no*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *no*

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *no*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? *The boilers and screw shaft being due for Survey. No information could be obtained when and where same will be done.*

It is reported that the H.P. eccentric ring and sheave found fractured on the 14th May '27 near the Hook of Holland on her voyage from Rotterdam towards Italy. Examined the H.P. valve and chest and found in order. The H.P. eccentric ring and sheave being unrimed.

General Observations, Opinion, and Recommendation:— The machinery being 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, 150 lb., &c.) as far as seen in a good condition. I am of opinion that this vessel is eligible to remain as classed.

Fee (per Section 28)

£25.00

Fees applied for

21/5 1927

Damage or Repair Fee (if any)

£

(per Section 28.)

Expenses (if chargeable)

£25.50

Received by me,

19

FRI. 12 AUG 1927

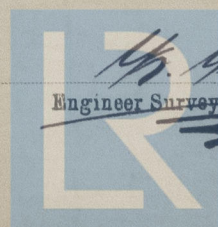
Minutes of Minute

TUES 31 MAY 1927

Assigned

Deferred for

Comp. 2d. No. 3.



Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

010276-010282-0178

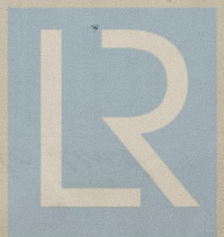
Small repairs re acc of damage
 cargo not stated.
 L.S. No 3. due 5.26. parts held 3.26 not
 advanced. B.S. due 3.27 screw keys
 due 4.27. no arrangements stated
 a proposal to complete the survey
 on return to state was agreed to

It is submitted that this
 vessel will be eligible for
 the record H.M.C. 3.26 when the
 main steam pipes &
 her connections have
 been examined

J.F.
 27/5/27

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGI



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