

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

(Received at London Office)

MAY 1918

Date of writing Report 21st May 1918 When handed in at Local Office 21st May 1918 Port of Leghorn
 No. in Reg. Book. 38 Survey held at Leghorn Date, First Survey 16-5-18 Last Survey 20-5-1918
on the Machinery of the Wood, Iron or Steel S/S "Gaia" Master Vincent Rinaudo
 Tonnage { Gross 1758 Vessel built at Rostock By whom Hkt. Gesell. "Kiptun" Rostock When 1913
 Net 1036 Engines made at Rostock By whom Hkt. Gesell. "Kiptun" Rostock When 1913
 Registered Horse Power 175 Boilers, when made (Main) Rostock Hkt. Gesell. "Kiptun" (Donkey)
 No. of Main Boilers 2 Owners Requisitioned by Portuguese Government Port Lisbon Voyage ✓
 No. of Donkey Boilers none If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers lbs 198 (State name of Dock.)
 in Donkey Boilers 480

Last Report No. 38 Port Leghorn off Machinery
 Particulars of Examination and Repairs (if any) L.M.C.

(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? 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 " " " " " No

If this was not done, state for what reasons? None

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? lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? None

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? no

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

, and of the Donkey Boiler? no

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

, and of the Donkey Boiler? no

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? No or two liners? No or is it without liners? etc

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

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae 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?

General Survey.

According to instructions received from the London office a general survey has been held as follows:

The boilers have been visited, the feed valves - cut off valves, levels etc: found all in good condition. The safety valves have been dismounted and adjusted but not regulated under working pressure. Engines, cylinders, packing-rings, slide-valves, bearings, headstocks, air-circulating-bilge and feed pumps all examined and found in good condition. For a completion of survey, it is necessary to dismount the safety valves and regulate them under steam pressure.

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

This vessel's machinery is in my opinion in good condition & might have a notation of L.M.C. 5-18 made in the Register Book.

Fee (per Section 25) Major Boilers 250

Special Damage or Repair Fee (if any) Expenses 230

(per Section 25.)

elling Expenses (if chargeable) £ 40

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

011800-011804-0078

Unclassed vessel (G.L. Bay 7.14)

M.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.

Machinery down surveyed
for notation of G.L. Bay 5.18.

J.M.
30.5.18.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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