

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

(Received at London Office)

FRI 25 MAR 1892

No. 701 Date of Writing Report 17<sup>th</sup> March 1892 Port of London  
 No. in Reg. Book 701 Survey held at London Date, first Survey 1<sup>st</sup> Dec. Last Survey 10<sup>th</sup> March 1892  
 on the Machinery of the Ss "Genoia" Master J. Turnbull & Son No. of Visits 15  
 Tonnage Gross 2069 Net 1349 Vessel built at Whitby By whom J. Turnbull & Son When 1881 9  
 Registered Horse Power 160 Engines made at Stockton When 1881 Boilers, when made (Main) 1881 (Donkey) 1881  
 No. of Main Boilers Two Owners Turner Brightman & Co. Port London Voyage ✓  
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100A1  
 in Donkey Boiler 80 (State name of Dock.) West India (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 4.91.  
 Last Survey No. SS Npt N° 290 Port London LMC 4.90  
BS 4.91  
2.9.91

Particulars of Examination and Repairs (if any) Damage & S.S. N° 3

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.  
 Do. " Donkey " " " Yes.

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?

At 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?

This vessel is reported to have stranded on the 12<sup>th</sup> of Oct. last, whilst on a voyage from Buenos Ayres to Liverpool & London, & that the machinery was severely strained. The following recommendations & repairs were made consequent on the stranding. The vessel was placed in dry dock & main Engines opened out for inspection. Examined - Cyls, pistons, slide valves & Steam Chests found same in good order. " Crank Shaft, found serious flaws in each Crank Pin extending round fillets, a new crank shaft has been fitted, Satis<sup>y</sup>. " Top & bott<sup>m</sup> end brasses, found them more or less cracked & worn, the bott<sup>m</sup> end brasses & one (1) top end brass, have been renewed, Satis<sup>y</sup>. " The main bearing brasses, found the bott<sup>m</sup> halves cracked & the top halves much worn - The four (4) bott<sup>m</sup> brasses have been renewed & the top brasses run up with white metal, & fitted to shaft, Satis<sup>y</sup>. " Tunnel Shaft? found the same good, but the bearings were found much out - these have been run up with white metal, - Satis<sup>y</sup>. " The tail end shaft, found the after brass very loose on the shaft, this shaft was taken to Stockton - on the after being removed a flaw was discovered in the shaft.

## General Observations, Opinion, and Recommendation :-

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, B.S. 1, 01, B.&amp;M.S. 1, 01 or L.M.C. 1, 01, as the case may be.)

The machinery of this vessel is in safe working condition & in our opinion eligible to remain as classed & to have the notification LMC 392 recorded in the Register Book of this Society.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 4 : 10 : -  
 Special Damage Fee (per Section 28) £ 4 : 4 : -  
 Travelling Expenses (if chargeable) £ : :  
 State if Certificate is required

Fees applied for  
25/3/1892  
 Received by me,  
24/1/1892

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 29 MAR 1892Assigned + LMC 3.92

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LON695-0383

State if a Report is also sent on the Ship or if not whether, and when, one will be sent.

State if a Report is also sent to the Ship or if not whether, and when, one will be sent.

16-11-1891 - Form No. 9 - Printed in London - 5,000, 37/1892.

The Surveyor is requested to state in writing, on or before the date specified, the nature and extent of the repairs recommended, and the reasons therefor.

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



a new end was welded on, as recommended by the Society's Surveyor at that port.

Examined the Stem tube which was drawn in order to repair the damage to the stem of the vessel - the tube was found sound.

" Stem Bush found same much worn - same was re-worked.

" The Surface Condenser, found a longitudinal fracture extending about 2 ft into Steam Space - rendering the Condenser unfit for further use - A new Condenser has been fitted, Satisfactory.

" All the Sea Cocks & Valves, which were in the way of the damaged strakes - these were taken off & overhauled also all their connections which were disconnected in order to repair the damage to the hull.

" All Pumps, with their valves, found same good.

" All bilge & ballast tank connections & their roses, these were all removed & overhauled & re-jointed.

" Sluice Valves - which were overhauled - Satisfactory.

" Ballast & Bilge pumps with their valves found same good - the ballast driving crank shaft brasses were renewed.

" Main Steam Pipe found same good.

" Main Boilers, found same had shifted from their original seating - also the lagging more or less shaken off - the lagging has been renewed where necessary.

" Propeller found same in good order - Spare one has been fitted Satisfactory.

### Work not account of the Stranding.

While lowering the new crank shaft into its bearings one of the slings broke - the shaft fell on to the bed plate fracturing the same across the third bearing - rendering the bed plate unfit for further use. A new bed plate has been fitted, Satisfactory.

The crank shaft was again put in turning lathe, & trued up. Satisfactory afterwards fitted into its bearings, Satisfactory.

Examined Main & Aux<sup>ly</sup> boilers & their safety valves int<sup>ly</sup> & extra<sup>ly</sup> found same good.

Tested Main & Aux<sup>ly</sup> boilers under steam & adjusted their safety valve at 80 lbs Pres. per sq. in. also Eng<sup>g</sup> satisfactorily tried under steam -

R.B. - H.P.