

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

(Received at London Office

MAR 5 1940

Date of writing Report 23/2/40. When handed in at Local Office 22/2/40. Port of GENOA.

No. in Survey held at GENOA. Date, First Survey 3/2/40. Last Survey 16/2/40. (No. of Visits Four.)

0319 on the Machinery of the XXXXXXX Steel Quad. Sc. "AUGUSTUS"

Gross 30418 Vessel built at Sestri Ponente By whom Soc. Anon. Ansaldo Cant. Nav. Year. Month. 1927 11

Net 17970 Engines made at Genoa By whom Cant. Off. Savoia When 1927

Nominal Horse Power 6368 Boilers, when made (Main) (Donkey) 1927

No. of Main Boilers - Owners "ITALIA" Owners' Address -

No. of Donkey Boilers 2 Managers - (if not already recorded in Appendix to Register Book.)

Team Pressure in Main Boilers - Port Genoa Voyage -

In Donkey Boilers 170 lb. If Surveyed Afloat or in Dry Dock Afloat Genoa Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -Particulars of Examination and Repairs (if any) LMC. C.S. & port

Periodical Surveys, when held, must be reported in detail and verbatim 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. "H" 26/1/40.

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 " " " No

this was not done, state for what reasons? D.B.S. Not due.

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? -

State latest date of internal examination of each boiler - Present condition of funnel(s) -

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? -

Has 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? -

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

Has 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 Vessel afloat

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -

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

Was 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 It is stated that the L.M.C. C.S.

will be advanced from time to time in accordance with Circular N°1670. To complete the survey of

the electrical equipment, the whole of the Rule Requirements remain to be carried out with the ex-

ception of the items now dealt with as below.

NOW DONE FOR L.M.C. C.S.- The following machinery parts examined and found, or placed, in good condition:-

Starboard Outboard Main Engine- Nos. 1 & 5 cylinders, pistons and rods, covers and valves. N°5 cross-

head, top end pins and brasses.

Starboard Inboard Main Engine- Nos. 1 & 3 cylinders, pistons and rods, covers and valves.

Port Inboard Main Engine- Nos. 1, 2, 4 & 6 cylinders, pistons and rods, covers and valves, H.P.

compressor cylinder, piston, cover and valves, compressor intercoolers.

P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as now seen, is

(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, R.S. 2, 11, R.&M.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

in an efficient condition, and eligible, in my opinion, to remain as classed with fresh record of

* L.M.C. (C.S. (with date) when the survey has been completed, subject to the starboard centre 425 H.P.

Auxiliary Engine being repaired.

Survey Fee (per Section 29) LMC C.S. Lit. 300.- Fees applied for 23/2/40.

Special Damage or Repair Fee (if any) £ 400.- Received by me, 19

Travelling expenses (if chargeable) £ 80.-

Committee's Minute Deferred

Assigned Deferred

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1042-0003 1/2

Port Outboard Main Engine- Nos 2, 5 & 6 cylinders, pistons & rods, covers and valves.
H.P. compressor cylinder, piston, cover & valves, compressor crosshead, top end pins and brasses.

Starb. Outboard 425 H.P. Aux. Engine (N°1) Nos. 1, 4 & 5 cylinders, pistons, covers and valves, connecting rods with their top and bottom ends, crank shaft complete.

Starb. 900 H.P. Aux. Engine (N°6) - Compressor cylinders, pistons, cover and valves.

Centre 900 H.P. Aux. Engine (N°7) - Nos. 2, 5 & 6 cylinders, pistons, covers and valves, connecting rods with their top and bottom ends, crank pins.

Pumps- in Donkey Boiler Room- Forward Ballast Pump, Forward Fire Pump.

Electric Installation- All generators, including emergency generator, and all motors driving essential auxiliary machinery examined, as far as practicable, found in good condition and megger tested with satisfactory results. Main switchboard with its fittings examined and found in good condition, and the insulation resistance of all power circuits in machinery spaces measured and found satisfactory. Emergency generator examined in working condition and found in order.

REPAIRS-

Starb. Inboard Main Engine- N°1 cylinder liners renewed due to wear.

Port Inboard Main Engine- N°1 cylinder liners renewed due to cracks at port bars, N°2 cylinder liners renewed due to wear. H.P. compressor cylinder renewed due to wear?

Starb. Outboard 425 H.P. Aux. Engine- The two after main bearing brasses renewed.

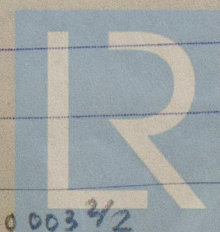
Forward Ballast Pump- Water end liners, pistons and rods renewed.

S.R. LIST- The Starboard Centre 425 H.P. Aux. Engine remains out of use, a new crank shaft has not yet been supplied.

N.B. No Interim Certificate was issued in this case but a note of the items now examined was made in a book kept aboard by the Chief Engineer.

Arrangements are being made with the Owners for those parts of the Main and Auxiliary Machinery which have not been examined during the last 4 years to be prepared for survey at an early date.

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Lloyd's Register
Foundation

10 June 11/29.
At a distance
300 miles covered.

It is submitted that
this vessel is liable to
remain as ISSUED.

The class is subject
to the Starboard Centre 405-BHP.
The engine being repaired

15/3/40

to be prepared for survey at an early date.
Main and Auxiliary Machinery which have not been examined during the last 4 years
Arrangements are being made with the Owners for those parts of the
now examined was made in a book kept aboard by the Chief Engineer.
N.B. No Interim Certificate was issued in this case but a note of the items

shaft has not yet been supplied.
S.B. LIST. The Starboard Centre 405 H.P. Aux. Engine remains out of use, a new crank

Forward Ballast Pump - Water end liners, pistons and rods renewed.
Starboard 405 H.P. Aux. Engine - The two after main bearing presses renewed.
cylinders renewed due to wear.

Nº 2 cylinder liner renewed due to wear. H.P. compressor
Port Inboard Main Engine - Nº 1 cylinder liner renewed due to cracks at port bars.
Starboard Main Engine - Nº 1 cylinder liner renewed due to wear.

for examined in working condition and found in order.
power circuits in machinery spaces measured and found satisfactory. Emergency Gener-
fittings examined and found in good condition, and the insulation resistance of all
condition and megger tested with satisfactory results. Main switchboard with its
driving essential auxiliary machinery examined, as far as practicable, found in good
Electric Installation - All generators, including emergency generator, and all motors

Pumps in Donkey Boiler Room - Forward Ballast Pump, Forward Fire Pump.
Centre 900 H.P. Aux. Engine (Nº 2) - No. 1 & 2 cylinders, pistons, covers and valves, con-
Starboard 900 H.P. Aux. Engine (Nº 2) - Compressor cylinders, pistons, cover and valves.
shaft complete.

valves, connecting rods with their top and bottom ends, crank
Starboard 405 H.P. Aux. Engine (Nº 1) - No. 1, 4 & 5 cylinders, pistons, covers and
crossheads, top end pins and brasses.
H.P. compressor cylinder, piston, cover & valves, compressor
Port Outboard Main Engine - No. 2, 3 & 4 cylinders, pistons & rods, covers and valves.