

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

MAY 17 1940

(Received at London Office)

Date of writing Report 22/4/40. When handed in at Local Office 1/5/40. Port of LA SPEZIA

No. in Reg. Book. Survey held at LA SPEZIA Date, First Survey 11/4/40. Last Survey 15/4/40. (No. of Visits Four)

21081 on the Machinery of the ~~WOODKINGHAM~~ Steel Twin Sc. "B O N Z O"

Gross 8177 Tonnage Net 4917 Vessel built at Monfalcone By whom Cant. Riuniti dell'Adriatico When 1931

Engines made at Turin By whom Soc. An. Fiat S.G.M. When 1931

Boilers, when made (Main) - (Donkey) 1931

Main Boilers - Owners A. Zanchi Owners' Address - (if not already recorded in Appendix to Register Book.)

Donkey Boilers 2 Managers - Port Genoa Voyage -

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Report No. 16036. Port GEN.

Particulars of Examination and Repairs (if any) LMC. C.S. & DBS.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

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

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Was not done, state for what reasons?

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

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?

Latest date of internal examination of each boiler 11/4/40.

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? Yes

To what pressure were they afterwards adjusted under steam? 180 lb.

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

and of the Donkey Boilers? Yes

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? Yes

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 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 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. Afloat

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? -

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Is survey not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

NOW DONE- Donkey Boilers examined internally and externally in visible and accessible parts (ells, furnaces, tube plates, tubes, stays etc.) and found generally in good condition.

Mountings opened up, examined and found in good condition.

All safety valves adjusted under steam to the required pressure.

Compressor rings:- Starb. Boiler - P. Valve 10 1/2 mm. Starb. Valve 10 1/2 mm.

Port Boiler - " " 10 mm. " " 10 mm.

M.C. C.S. Port Main Engine- Examined N°4 cylinder, cover and piston.

Starb. Main Engine- Examined N°3 cylinder, cover and piston.

Examined the auxiliary condenser, aux. cond. circulating pump, wash deck pump, fire service pump, oil fuel transfer pump, main engine bilge pumps & emergency hot bulb engine & compressor.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now

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

seen, is in good condition, and eligible in my opinion, to remain as classed with fresh records of D.B.S. 4-40 now and L.M.C. C.S. (with date) on completion of the survey.

Survey Fee (per Section 29) LMC. C.S. Lit. 150.- DBS. " 280.-

Fees applied for 1/5/40.

Special Damage or Repair Fee (if any) Genoa " 25.-

Received by me, 19

Travelling expenses (if chargeable) La Spezia " 8.-

(Sgd) G. Pietrapianna.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUE. 5 MAY 1942
OMIT CLASS
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Lloyd's Register

Foundation