

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

(Received at London Office)

APR - 2 1940

Date of writing Report 20/3/40. When handed in at Local Office 20/3/40. Port of GENOA

No. in Reg. Book 30631 Survey held at GENOA. Date, First Survey & Last Survey 11/3/40. (No. of Visits One)

on the Machinery of the ~~WOOD~~ WOOD or Steel Twin Sc. "N O R G E"

Tonnage } Gross 6511 Vessel built at Belfast By whom Workman, Clark & Co. Ltd When 1907 7  
Net 4108 Engines made at " By whom " When 1907

Nominal Horse Power } 650 Boilers, when made (Main) 1907 (Donkey) -

No. of Main Boilers 4 SB Owners A. Zanichi Owners' Address -  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port Genoa. Voyage -  
Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock Grazie Dry Dock.  
(State name of Dock.)

in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port - Particulars of Examination and Repairs (if any) COMP. M.S. & DOCKING 100 A.I.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No

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

If this was not done, state for what reasons? 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) Good

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 - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 P. 4.5 m/m. S. 7.5 m/m.

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

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

Has 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 Complete.

NOW DONE FOR COMPLETION OF L.M.C. M.S. (For commencement see Gen. Rpt No 15706-15799-15958-16015)

The auxiliary steam pipes, as per Rules, have been examined in place under hydraulic test to twice the working pressure and found or now placed in satisfactory condition.

One pipe, removed; flange rebraized and pipe tested and found satisfactory.

FOR DOCKING- Vessel placed in dry dock, examined propeller, outside and inside fastenings, refrigerating machinery sea injection valve and found in good condition. Funnel examined, so far as practicable, and found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in good condition, and the vessel is eligible, in my opinion, to remain as classed with fresh record of L.M.C. M.S. (with date) as previously recommended.

(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.)

Survey Fee (per Section 29) £ 150.- Fees applied for 20/3/40.

Special Damage or Repair Fee (if any) £ 100.- Received by me, AS

Travelling expenses (if chargeable) £ 25.- 19

Committee's Minute TUE. 9 APR 1940

Assigned Mrs. 2. 29

DUAL SURVEY  
L.R. & R.L.

Lloyd's Register Foundation

10m. 3.33.—Transfer ink. (MADE IN ENGLAND)  
The Surveyors are requested not to write on or below the space for Committee's Minute.

Is a Certificate required? If so, to be sent to GENOA Office