

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

No. 16203

MAY 17 1940

Date of writing Report 6/5/40. When handed in at Local Office 6/5/40. (Received at London Office)

No. in Reg. Book 34354 Survey held at GENOA. Port of GENOA.

on the Machinery of the Welded Steel Sc. "S U M A T R A" Date, First Survey 22/4/40. Last Survey 23/4/40. (No. of Visits Two)

Tonnage } Gross 4859  
Net 2934 Vessel built at San Rocco

Nominal Horse Power 489 Engines made at Trieste By whom Stab. Tec. Triestino Year. Month. 1927 11

No. of Main Boilers - Boilers, when made (Main) - By whom Stabilimento Tecnico When 1927

No. of Donkey Boilers 1 Owners Lloyd Triestino (Donkey) 1927

Steam Pressure in Main Boilers - Managers - Owners' Address -

in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock Grazie Dry Dock & Afloat Gen. Harbour. Port Venice Voyage -

Last Report No. - Port -

## Particulars of Examination and Repairs (if any) ADV. LMC. C.S. & DOCKING.

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?

" " Donkey "

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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Is screw shaft now been drawn and examined? No

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

Is the shaft now fitted been previously used? -

State date of examination of Screw Shaft.

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

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

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It was stated that the D.B.S. would be held on the vessel's return in about three months' time and that the LMC. C.S. would be advanced from time to time in accordance with Circular No 1670.

OW DONE FOR ADVANCEMENT OF L.M.C. C.S.- The following machinery parts were examined and found or placed in good condition:-

Main Engine- Cylinder No 2 with relative liner, piston, rod, cylinder cover and valves Crosshead & top and bearings. Crosshead and top end bearings. (There was found a crack in the cylinder cover of apparent ancient date between the starting air valve and the exhaust valve on one side and the inlet valve on the other. This is at present efficient but it is recommended that this cylinder head be again examined within one year of present date. Owners advised by Letter 4. Copy attached).

Main bearings and journals Nos. 2, 3 & 4.

P.T.O.

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

en, is in good and efficient condition and eligible, in our opinion, to remain as classed and have

fresh record of \* L.M.C. C.S. with date when the survey has been completed as above, subject to No 6

linder cover being again examined before the end of November 1940 and No 2 cylinder cover being again

examined before the end of April 1941.

LMC. C.S. Lit. 150.-

Docking " 150.-

Special Damage or Repair Fee (if any) £

elling expenses (if chargeable) £ 42.00

Committee's Minute

signed

Referred

CLASS.

W1060-0236

Lloyd's Register

Foundation

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

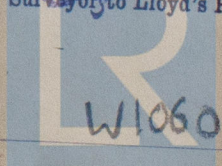
for the Engineer Surveyor to Lloyd's Register of Shipping.

**DUAL SURVEY**  
**L.R. & R.I.**

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

**CONTINUOUS SURVEY**

*for the* **John Ballardie** 2020  
Engineer Surveyor to Lloyd's Register of Shipping.



W1060-0236



Compressor cylinders, pistons, bottom end bearing and crank pin.

Starb. Auxiliary- In its entirety.

Injection Air Bottle for Starb. Auxiliary- Opened out, cleaned, examined internally and subsequently tested hydrostatically to 150 kgs/sqcm. with satisfactory results.

NOW DONE FOR DOCKING- Vessel placed in dry dock. Propeller and outside fastenings examined and found in good condition.

Funnel examined, so far as practicable, and found in good condition.

#### REPAIRS NOW EFFECTED FOR WEAR & TEAR-

Main Engine- White metal in main bearings Nos. 2 & 4 found broken and bearings were now re-metalled in top and bottom halves.

Starb. Auxiliary- Cylinder No. 1, gudgeon pin bushes found worn and now renewed.

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

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