

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

APR - 8 1940

Date of writing Report 29/3/40. When handed in at Local Office 29/3/40. Port of GENOA

No. in Survey held at GENOA Date, First Survey 1/3/40. Last Survey 19/3/40. 6171 on the Machinery of the Wood, Iron or Steel Twin Sc. "VIRGILIO" (No. of Vols. Ten.)

Gross 11718 Vessel built at Baia By whom Cant.ed Off. Meridionali Year. Month. 1928 4
Net 6750

Engines made at Trieste By whom Stab. Tecnico When 1928

Boilers, when made (Main) (Donkey) 1928

Owners "ITALIA" Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Genoa Voyage

If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour & Grazie Dry Dock.

Last Report No. Port

Particulars of Examination and Repairs (if any) ADV. LMC.CS. DOCK. & DBS.

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 " " " 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?

State latest date of internal examination of each boiler Port D.B. 12/3/40. Present condition of funnel(s) Good

Starb. " 5/3/40.

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? 100 lb.

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

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

Did the Surveyor examine all the mountings of the Main 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 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 m/m. S.3 1/2 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 It was stated that the L.M.C. C.S.

would be advanced from time to time in accordance with the requirements of Circular N°1670.

NOW DONE:- FOR ADVANCEMENT OF L.M.C. C.S.- Examined the following machinery parts:-

Port Main Engine- All pistons together with their cylinders, covers and valves, piston rods, crossheads

with top end bearing brasses, guides and connecting rods. N°3 & 4 crank shaft

journals and main bearings. Nos. 5 & 7 crank pins with their bottom end bearing

brasses. Air compressor M.P. & L.P. coolers.

Starb. Main Engine- All pistons together with their cylinders, covers and valves, piston rods, crossheads

with top end bearing brasses, guides and connecting rods. H.P. air compressor

cylinder, piston, cover and valves and H.P. air cooler.

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, E.S. 9, 11, E.M.S. 9, 11, & L.M.C. 9, 11, or

ELMC 140 lb., E.D., &c.)

seen, is in good condition, and the vessel is eligible, in my opinion, to remain as classed with

fresh record of * L.M.C. C.S. (with date) on completion of the survey & D.B.S. 3-40.

Survey Fee (per Section 29) L.M.C.S. Lit. 400.-

Reprs " 400.-

Special Damage or Repair Fee (if any) 280.-

(per Section 29.) DBS. " 100.-

Travelling expenses (if chargeable) 150.-

Docking Pt. Holi. 1940

Committee's Minute

Assigned

Fees applied for 29/3/40

Received by me, 19

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Port Centre Aux. Engine- In its entirety including air compressor.

Pumps- Forward water circulating pump for the main engines.

Forward sanitary & fire pump.

Emergency bilge and fire pump.

All found or now placed in good condition.

Examined internally and externally the port oil fuel settling and daily service tank, the two small upper heavy oil tanks together with their valves, controls and connections and found in good condition.

Examined internally and tested hydraulically to 60 kg/cm² the port air receiver for the oil engine driving the emergency generator and found satisfactory.

FOR DONKEY BOILER SURVEY- Examined internally and externally the two donkey boilers together with their safety valves, mountings and doors and after repairs as under placed in good condition. Afterwards examined both boilers under steam and adjusted their safety valves as above. Oil fuel burning arrangement examined under working conditions and found satisfactory.

FOR DOCKING- Vessel placed in dry dock; examined propellers, outside and inside fastenings, refrigerating machinery sea injection and overboard discharge valves, sanitary & ballast pumps injection valves and found in good condition. Funnel examined, so far as practicable, and found in order.

REPAIRS- Port Main Engine- N°6 piston, previously repaired by fitting a screwed plug to the crown, now replaced by a new spare one. All pistons removed ashore, cleaned internally, tested hydraulically to 60 kg/cm² and found satisfactory. N°5 bottom end bearing brass, white metal found cracked, retailed.

Starb. Main Engine- N°6 piston, previously repaired by fitting a screwed plug to the crown, now replaced by a new spare one. All pistons removed ashore, cleaned internally, tested hydraulically to 60 kg/cm² and found satisfactory. N°6 top end bearing brass, white metal found cracked, retailed.

Port Centre Aux. Engine- All gudgeon pins skimmed up and their top end bushes renewed. Cooling water and lubricating oil pumps attached overhauled. Compressor air cooler cleaned and tested.

DONKEY BOILER REPAIRS-

Port Donkey Boiler- A few defective plain smoke tubes renewed.

Starb. Donkey Boiler- A few defective plain smoke tubes renewed.

Furnace crown, found deflected and cracked in way of original welding, cropped; new crown fitted secured in place by welding and riveting.

On completion of repairs boiler examined under hydraulic test and found satisfactory.

ALTERATIONS- At this time, at the Owners' desire, an additional emergency fire pump (vertical alternating pump electrically driven of about 70 tons capacity) has been fitted in the steering engine room. The alteration has been carried out satisfactorily and

P.T.O.

tried under working conditions with satisfactory results.

At this time, a fire extinguishing apparatus, consisting of 108 CO2 bottles (about 3000 kg. of CO2) has been fitted on board. All bottles are installed in a station on main deck aft and the arrangement is such that the gas may be conveyed to the machinery spaces and/or to all cargo spaces.

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