

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

(Received at London Office)

10 MAY 1928

Date of writing Report 20.4.28 When handed in at Local Office 30/4/28 Port of GENOA

No. in Reg. Book. 38265 Survey held at GENOA Date, First Survey 8/3/28 Last Survey 17/4/28 (No. of Visits 9)

on the Machinery of the ~~WOODHONOR~~ Steel T. Sc. "VIRGILIO"

Tonnage { Gross 1178 Vessel built at Baia By whom Cant. ed Off. Meridionali When 1928  
 Net 1312 Engines made at Trieste By whom Stab. Tec. Triestino When 1928

Nominal Horse Power { 1312 Boilers, when made (Main) Oil Engines (Donkey) -

No. of Main Boilers Oil Eng. Owners Nav. Gen. Italiana Owners' Address Genoa Voyage S. America

No. of Donkey Boilers 2 Managers Genoa Port Genoa Voyage S. America

Steam Pressure in Main Boilers 100 If Surveyed Afloat or in Dry Dock Genoa (State name of Dock.)

in Donkey Boilers 100

Last Report No. Port Particulars of Examination and Repairs (if any) 1st ENTRY L.M.C.

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?

Do. " 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?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? 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 the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done?

SEE HAMBURG REPORT No. 17903

NOW DONE:- Two Vertical Boilers Nos 324 and 325 have now been satisfactorily fitted in place on board. They have been examined under steam and their safety valves adjusted to 100 lb. per sq."

An accumulation test has been held and all found satisfactory. Sizes of compression washers as follows:-

Port Boiler		Starboard Boiler	
Ford.	Aft.	Ford.	Aft.
14 m/m.	13 m/m.	14 m/m.	15 m/m.

The steam, feed and oil fuel pipes have all been tested to Rule requirements. On completion all installations examined under test and working conditions and all found satisfactory.

General Observations, Opinion, and Recommendation:- The above is for the information of the

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

Committee and should be attached to Hamburg Report No.17903:-

DUAL SURVEY  
L.R. & R.I.

Survey Fee (per Section 28).....	£					Fees applied for
Special Damage or Repair Fee (if any).....	£					19
Travelling Expenses (if chargeable).....	£					Received by me,
						19

Committee's Minute FRI, 18 MAY 1928  
 Assigned See P. 6 app. attached

J. H. Leicester  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation