

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

No. **19200**

(Received at London Office)

20 FEB 1930

Port of **Rotterdam**

Date of writing Report **18-2-1930** When handed in at Local Office

Date, First Survey **and** Last Survey **10-2-1930** (No. of Visits **2**)

Survey held at **Rotterdam** on the Machinery of the **Wood, Iron or Steel** **W. JEBETO**

Gross **3154** Net **2286** Vessel built at **Harmonia** By whom **Harmonia Shipyard** When **1918-3**

Engines made at **Harmonia** By whom **Harmonia Shipyard** When **1918**

Boilers, when made (Main) **1918** (Donkey)

Owners **La Meridionale Navigazione S.p.A.** Managers **Navigazione S.p.A.** Port **Naples** Voyage

If Surveyed **Afloat** or in Dry Dock **Wilton's Dock** (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Years assigned for service. Machinery and Boiler Surveys (including date of N.B., if any)

+100 A 1-4, 29 **+L.M.C. 4/20**
11 Gen No. 2-26 **B. J. 4/29**
T. I. Allen 4/28

CARGO BATTENS NOT FITTED.

Particulars of Examination and Repairs (if any) **Cons.**

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 Boilers?

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? **Yes** Is it fitted with continuous liner? **Yes** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? **Yes** If so, state reasons **Yes** 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? **Yes** Has it a continuous liner? **Yes** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **Complete.**

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

Vessel placed in dry dock, screw shaft drawn examined and found lines badly worn at in way of gland and neck bush and slightly slack in way of bush. Recommended to renew lines before the end of May. 1930. Propeller, stern bush good.

The vessel has been sold to "La Compagnie des Bateaux à Vapeur du Nord," a Paris, and will now be classed in the Bureau Veritas.

General Observations, Opinion, and Recommendation:— **The above for the information**

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

of the Committee

Survey Fee (per Section 28) **£ 25.00** Fees applied for **20/12 1930**

Special Damage or Repair Fee (if any) **£ 2.50** Received by me, **19**

Travelling expenses (if chargeable) **£ 2.50**

Committee's Minute **TUE. 4 MAR 1930**

Assigned **LLOYD'S REGISTER**

LLOYD'S REGISTER FOUNDATION

W1122-0154

FRI. 11 DEC 1936

See ship endorsement

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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17/2/30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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