

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

(Received at London Office APR 9 1940)

Date of writing Report 4/4/40. When handed in at Local Office 4/4/40. Port of GENOA.

No. in Survey held at GENOA. Date, First Survey 13/3/40. Last Survey 21/3/40. (No. of Visits Four.)

2581 on the Machinery of the ~~Wanda~~ ~~Iron~~ ~~Steel~~ Twin Sc. "ROMOLO"

Tonnage { Gross 9780 Net 6015 Vessel built at Trieste By whom Stabilimento Tecnico When 1926 11

Nominal Horse Power 984 Engines made at " By whom " When 1926

No. of Main Boilers - Boilers, when made (Main) - (Donkey) 1926

No. of Donkey Boilers 1 Owners LLOYD TRIESTINO Owners' Address - Port Genoa Voyage -

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Grazue Dry Dock & Afloat Gen. Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port - ADV. L.M.C. C.S., COMP. DBS., S.R.L. & DOCK, 100 A.I. L.M.C.C.S. 6,3

Periodical Surveys, when held, must be reported in detail and verbatim 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.

Has a damage report been 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

Was this not done, state for what reasons? D.B. already surveyed. See Gen. Rpt N° 15984.

What parts of the Boilers could not be thus thoroughly examined? -

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? -

What is the 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? 100 lb.

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 a 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? No

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

What is the 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.S. 3.5%

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? See body Rpt

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete as regards D.B.S. As re-

gards L.M.C. C.S. it was stated that the survey would be advanced from time to time in accordance with Circular N° 1670.

HOW DONE FOR L.M.C. C.S. The following machinery parts were examined & found or placed in good condition:-

Port Main Engine- Cylinders Nos. 1, 2, 3, 4 & 5 with relative liners, pistons, rods, cylinder heads and valves.

Compressor cylinders, pistons and intermediate coolers also gudgeon pin and top end bearings.

Pumps attached to engine. P.T.O.

Intermediate shafting and bearings.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now

seen, is in good and efficient condition, and eligible, in my opinion, to remain as classed and to have

fresh records of D.B.S. II-39, as previously recommended and * L.M.C. C.S. (with date) when the survey

has been completed, subject to cone of starboard T.S. being again examined within one year's time.

Survey Fee (per Section 29) Pt. L.M.C. C.S. Lit. 450.- Fees applied for 4/4/40. 93

Special Damage or Repair Fee (if any) Docking £ 150.- Received by me, 19

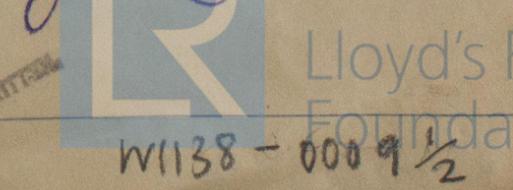
Travelling expenses (if chargeable) £ 63.-

Committee's Minute APR 19 APR 1940

Assigned + L.M.C. C.S. 3.40 D.B.S. II.39 Subject

DUAL CLASSIFICATION

G. de Ballardie
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Starboard Main Engine- Cylinders Nos.1,3,5 & 6 with relative liners, pistons, rods, cylinder heads and valves.

Pumps attached to engine.

Intermediate shafting and bearings.

Port Centre Auxiliary- In its entirety.

Port Aft Auxiliary- In its entirety.

Starb. Aft Auxiliary (FIAT) All cylinders, liners, pistons, cylinder heads and valves, gudgeon pins and top end bearings.

Injection Air Bottles- for port forward and starb. forward aux. engines cleaned and examined internally and externally.

Port Daily Service Tank- Examined internally and externally.

Pumping Arrangements.

Electrical Installation- The lighting circuits, switches, fuses etc. were examined and found in good order. All lighting circuits were megger tested with satisfactory results.

NOW DONE FOR COMPLETION OF D.B.S. Donkey boiler examined under steam and its safety valves adjusted as above.

NOW DONE FOR DOCKING- Vessel placed in dry dock. Sea cocks and valves, propellers and outside fastenings examined and found in satisfactory condition. Funnel examined and found in good condition.

NOW DONE FOR S.R. LIST- Starboard propeller removed and cone of screw shaft examined. The cracks which were cut out in June 1939 were not found to have extended but it is recommended that the shaft ^{cone} be again examined within one year of present date. In the meantime it is considered efficient.

REPAIRS NOW EFFECTED FOR WEAR & TEAR-

Port Main Engine- Cylinder liners Nos 1 & 3 found worn about 6.5 m/m. and now replaced with spares.

Port Cen. Auxiliary- All main bearings retalled.

Port Aft Auxiliary- All main bearings retalled.

Starb. Aft Auxiliary- All gudgeon pins and top end bushes 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.

RB



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