

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

(Received at London Office)

Date of writing Report 20th January 1925 When handed in at Local Office 10 Port of Naples  
 No. in Reg. Book 74488 Survey held at Naples Date, First Survey 22nd April 1924 Last Survey 10th January 1925  
 on the Machinery of the Wood, Iron or Steel S.S. Koefia  
 Tonnage Gross 3823 Vessel built at Bremen Baden By whom Rickmers A.G. G.F. When 1903  
 Net 2396 Engines made at Buckau By whom Mapco. Buckau G.G. When 1903  
 Nominal Horse Power 295 Boilers, when made (Main) 1903 (Donkey)  
 No. of Main Boilers 378 Owners Achille Lauro Port Naples Voyage Karachi  
 No. of Donkey Boilers 1 Managers Boz  
 Steam Pressure in Main Boilers 185 If Surveyed Afloat or in Dry Dock Boz  
 In Donkey Boilers 185 (State name of Dock.) Bacini Napoletani

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

CHARACTER.	Years assigned now required.	Machinery and Boiler Survey.
For Special Survey.		
Date of last Survey and of Periodical Surveys.		(Including date of N.B., if any).

Clapp contemplated.

Last Report No. Port  
 Particulars of Examination and Repairs (if any) 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. 2-5, 9, 24 - 29, 9, 24.

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?

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 draft plugs of the Main Boilers?

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

Has screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons.

Is the shaft now fitted new? Has it a continuous liner?

State the distance betweenignum vitæ 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?

The cylinders, pistons, slide valves, crank, thrust and tunnel shafts examined and found in order. Pumps and auxiliaries overhauled repaired as necessary not in order. Pumping arrangements examined and found in order. Donkey pump, a direct lift section to the engine room fitted. Condenser tubes drawn in, cleaned replaced with part new, condenser afterwards tested by water pressure and found tight.

Main liners, mountings and safety valves examined thoroughly found in part in a good condition. Owing to lack of time the main liners could not be hydrostatically tested, some examined under working condition and found in order.

Main liners safety valves adjusted under steam as above.

All steam pipes overhauled and tested by water pressure to 370 lbs.

Vessel placed in dry dock. The propeller, screw shaft (two liners) stern bush, sea connections and outside fastenings, in order. - Screw shaft found slightly corroded around the inner ends of liners. Liners

General Observations, Opinion, and Recommendation:—

(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, 14, 15, B.S. &c.)

It is submitted that the machinery of this vessel is eligible in my opinion to have the notation of L.M.C. - 1, 25 and screw shaft per 1, 25, subject to the screw shaft being re-examined within one year viz 1, 26.

Survey Fee (per Section 28) £  
 Special Damage or Repair Fee (if any) £  
 Travelling Expenses (if chargeable) £  
 Committee's Minute 18 FEB 1925  
 Assigned Lmb 1.25  
 Subject Refect.

Fee applied for 19  
 Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 6 MAR 1925  
 TUES. 21 APR 1925  
 FRI. 3 JUL 1925

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Is a Certificate required? If so, to be sent to the Naples Office



in way of corrosion cut away and recommended, parent shaft to be re-examined within one year viz: January 1926.

Repairs to main boilers: Front plate at bottom in way of shell landing in all three boilers built up by electric welding process. - Forward boiler, bottom manholes built up by E.P. - Starboard boiler, front plate in way of the center furnace formed grooved at bottom radius, groove cut out and built up by electric welding

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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