

DECLASSIFIED  
Rpt. 9.  
BOX No. 88

DISCLOSED  
BOX No. 88  
No. 17183

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

(Received at London Office 15 AUG 1930)

Date of writing Report 13/8/30 When handed in at Local Office 13/8/30 Port of Antwerp  
No. in Reg. Book 71140 Survey held at Ghent Date, First Survey and Last Survey 8-8-1930  
(No. of Visits one)  
on the Machinery of the Wood, Iron or Steel T. S. Francesca  
Tonnage Gross 1323 Vessel built at Hoboken By whom Chart. Paul Anversen When 1906-6  
Net 819 Engines made at Sunderland By whom H. E. Marine Eng Co When 1906  
Nominal Horse Power 133 Boilers, when made (Main) 1906 (Donkey) 1906  
No. of Main Boilers 1 Owners O. Saglimbene Owners' Address Port Napoli Voyage  
No. of Donkey Boilers 1 Managers Port Napoli  
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock afford at Reginald's  
in Donkey Boilers 100 lb (State name of Dock.)

Last Report No. 3111 Port Napoli

## Particulars of Examination and Repairs (if any) Consular Survey

(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? Yes

Do. " Donkey " No

If this was not done, state for what reasons? D. Boiler not submitted. Same under steam

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? Yes To what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

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

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

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

Has screw shaft now been drawn and examined? no 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? no If so, state reasons no  
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

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

Now done: At the request of the Italian Consul, called on board and examined the main boiler internally and externally with safety valves, doors, & mountings.

Found: The front end plate grooved at lower part extending up to the wing furnaces, also a crack at the lower part of the front end plate of about 10" long.  
The lower part of the shell plate badly pitted for about 12" in way of centre furnace at about 5' from the after end.  
The front tube plate fractured between two tube holes at lower part of centre tube plate.  
The centre furnace badly pitted in way of fire bars at water side.  
The centre combustion chamber plating and riveting at lower part. P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel (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 S.L.M.C. 9.11, 140 lb., F.D., &c.)  
So far as seen is eligible in my opinion to be continued as classed without fresh record of survey subject to the repairs recommended being carried out and the boiler hydraulically tested before the vessel leaves Ghent.

Survey Fee (per Section 28) £535-  
Special Damage or Repair Fee (if any) £185-  
Travelling expenses (if chargeable) £185-  
Fees applied for 11-8-1930  
Received by me, J. L. Rabey  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Referred  
Assigned Referred  
Date 15 AUG 1930  
FRI. 22 AUG 1930  
Exchange class with  
write own 22/8/30  
W1227-0040

DOAL CLASS  
SEE LIMITATION LIST

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

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



S. S. Francesca

in way of landing of furnace badly wanted.  
The plain tubes in the Centre box were removed for renewal  
a non exclusive surveyor of the Registro Italiano had  
been on board the vessel and recommended certain repairs  
but in my opinion more extensive repairs were necessary  
to make the vessel in a seaworthy condition  
The necessary repairs (in my opinion) were recommended  
to the master together with the Chief Engineer but it  
appears that same have not been carried out.  
The repairs carried out have not been seen but it we were  
informed on the telephone by the Repairers at Ghent that  
the repairs actually effected were as follows:  
The crack in the port end plate repaired by electric welding  
The crack in the front tube plate repaired by electric welding.  
The work on the lower part of the Centre comb. chamber built up  
by electric welding. The plain tubes in the centre box renewed.  
J.P.R.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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.

General Committee  
Thursday, 28th August, 1930  
Classing Committee  
decision confirmed  
P.S.

