

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

(Received at London Office

22 OCT 1932

of writing Report 19/10 32 When handed in at Local Office 19 Port of Hamburg.

in Survey held at Hamburg. Date, First Survey 21st/9/32 Last Survey 18th Oct. 19 32.

Yes on the Machinery of the ~~Woolwich~~ Steel So. Sr. "PRESTO" (ex Alberto Fassini) (ex Kossuth Ferencz)

Gross 4370 Net 2819 Vessel built at Sunderland By whom J.L. Thomson & Sons, Ltd. When 1907.

Engines made at Stockton By whom Blair & Co. Ltd. When 1907.

Boilers, when made (Main) 1907 (Donkey) 1907.

Owners Salvatore Cappiello Owners' Address Genoa. Sottoripa, 3.

Managers x Port Genoa Voyage Danzig.

If Surveyed Afloat or in Dry Dock In Dry Dock and afflo Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port compl. L.M.C.-B.S.

Particulars of Examination and Repairs (if any) T.S. & Boil. Rep.

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and s being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case. F.15/10/32 - S. 17/10/32 - F.13/10/32

age cases where the Surveyor has not made a special damage report he is required to state whether he ared his services for this purpose, and why they were declined X M.8/10/32 - F.4/10/32

damage report made by anyone else? If so, by whom? X H.27/9/32 - H.13/11/31

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Donkey " " " yes

was not done, state for what reasons? X

at parts of the Boilers could not be thus thoroughly examined? none

at special means, in the absence of internal examination, were adopted by the X

Surveyor examine the Safety Valves of the Main Boiler yes, opened up To what pressure were they afterwards adjusted under steam? 180 lb.

Surveyor examine the Safety Valves of Donkey Boiler? yes, opened up To what pressure were they afterwards adjusted under steam? 120 lb.

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

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

Surveyor examine all the mountings of the Main Boilers? yes, opened up, and of the Donkey Boiler? yes, opened up

ow shaft now been drawn and examined? yes Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

ft now been changed? X If so, state reasons X

shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft a fit.

urvey is not complete, state what arrangements have been made for its completion and what remains to be done complete.

In dry dock examined propeller, propeller shaft when drawn, stern bush, sea connect.

opened up and fastenings and found all of these parts in order when one tip of

propeller blade had been repaired by a patch and the stern bush had been relined

entirely with Lignum Vitae.

Electric installation:- Examined switchboard after it has been fitted with new

fuses of right dimensions as recommended in Hamburg Report 200 22, dated 31st of

July, 1931, and found in order. The electric installation has also been tested under

full working condition and was found working satisfactory.

Limitation Survey:- The L.P. Cylinder has been specially examined for Special

Reason (Lim. List) and the welded crack in top steam passage was found in order.

But it may be re-examined as per Limitation List before the end of October, 1933

Boiler Survey:- Examined port and starb. main boiler and the donkey P.T.O.

ral Observations, Opinion, and Recommendation:- The machinery of this vessel, as far as

ate 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 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, E.A.M.S. 9, 11, or L.M.C.

140 lb., F.D., &c.)

appears to be in satisfactory condition and eligible in my opinion to remain

classified in the Society's Register Book with fresh records of:- + LMC - 7, 31 -

B.S.-10, 32 and T.S. (CL) seen 10, 32. subject the L.P. Cylinder being re-examined

before the end of October, 1933.

For Fees see

Damage or Repair Fee (if any)

expenses (if chargeable)

nittee's Minute

ned

TUE. 8 NOV 1932

Thurs 7.31

Rs. 10 32

5 10. 32

subject

TUE. 25 APR 1933

TUE. 13 JUN 1933

Lloyd's Register Foundation

W1251-0054

Continuation SS Presto (ex Alberto Fassini).

boiler internally and externally with mountings opened up, manholes, doors, drain plugs and fastenings and found in order with the exception of the following parts to which repairs have been recommended:-

Starb. main boiler:- 256 plain tubes to be renewed, in lower combustion chamber back 8, and in starb. comb. chamb. 4 screw stays to be renewed, small pittings in way of combustion chamber end plates to be electrically weld. and a crack in way of feed water check valve to be electrically welded.

Port main boiler:- 5 plain tubes and one stay tube to be renewed, leaky seams in lower combustion chamber to be electrically welded.

Boiler repairs carried out:- starb. boiler. 256 plain tubes and 12 screw stays have been renewed, the pittings in way of comb. chamb. end plates and the crack in way of feed water check valve have been repaired by electric welding. Port boiler:- 5 plain tubes and one stay tube have been renewed the leaky seams in way of lower comb. chamb. have been repaired by elect. welding.

Both copper main steam pipes have been removed and taken to shop, pipes annealed and afterwards hydraulically tested with satisfactory results. and fitted on board.

Under steam found both main boilers and the donkey boiler tight and adj. their safety valves to 180 lb and 120 lb pressure resp.

On completion of repairs the machinery has been tested under working and manoeuvring conditions and was found working satisfactorily.

The Survey has also been held on behalf of Registro Italiano.

The Registro Certificate has been endorsed as follows:-

" Examined vessel in dry dock and afloat at Hamburg for completion of LMC Survey, Boiler Survey, examination of Tail Shaft when drawn and Boiler Rep. and found in order when repairs had been carried out.

Under steam main boilers and the donkey boiler tight and adjusted the safety valves of main boilers to 180 lb and donkey boilers safety valves to 120 lb pressure. The machinery has also been tested under working and manoeuvring conditions and was found working satisfactorily. Both copper main steam pipes have been annealed and hydraulically tested. i.e.

Recommended that this vessel to remain as classed and to have fresh records of:- L.M.C.-7,31 - B.S.10,32 and T.S.(CL) seen 10,32.

Per conto del Registro Italiano."

Hamburg, 19th October, 1932

W. W. W. W.

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