

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

16 MAR 1934

(Received at London Office)

Date of writing Report 12/3/34 When handed in at Local Office 12/3/34 Port of Genoa

No. in Reg. Book 36241 Survey held at Genoa Date, First Survey 12/2/34 Last Survey 15/2/1934
(No. of Visits Two)

on the Machinery of the ~~Wood, Iron or Steel~~ Twin Sc. "TERESA ODERO"

Tonnage { Gross 8196 Vessel built at Genoa By whom Cant. Nav. Odero When 1927/1
Net 5166 Engines made at " By whom Cant. Officine Savoia When 1927

Nominal Horse Power } 564 Boilers, when made (Main) X (Donkey) 1927

No. of Main Boilers X Owners Odero-Terni-Orlando Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2 Managers X Port Genoa Voyage X

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

in Donkey Boilers 114 lbs (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Mchy. Dam.

(Periodical Surveys, when held, must be reported in detail and seriation 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.)

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. Yes. Not required

Was a damage report made by anyone else? If so, by whom? Yes. Surveyor to Italian underwriters

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

Do. " Donkey " " " No

If this was not done, state for what reasons? DBS not due

And what parts of the Boilers could not be thus thoroughly examined? X

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? X

State latest date of internal examination of each boiler X

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

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

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

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

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

Has screw shaft now been drawn and examined? X 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

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

Has the shaft now fitted been previously used? X Was 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

State date of examination of Screw Shaft X State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat.

Engine parts, when referred to by numbers, should be counted from forward.

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

NOW DONE for damage stated to be due to forcing the engines in order to run out from the Port of Batum during a heavy storm on the 29th November 1933.

The following machinery parts were examined:—

Port main engine. Cylinders Nos 1, 2, 4, 5 & 6 together with relative pistons, piston rods, cylinder heads and valves. Main bearings and journal pins Nos 6 & 8

Starboard main engine. Main bearings and journal pins Nos 2, 4, 6 & 8

All the studs securing piston heads to rods were found slack and it was recommended that these be renewed. All other parts were found in good condition.

N.B. The Owner of this vessel has withdrawn the class with letters dated 17th & 27th February 1934 addressed to this office. Please see copies and free translations of some forwarded with our letter of 3rd March 1934

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

Forwarded for the information of The Committee

Survey Fee (per Section 29) £1200= Fees applied for 12/3/34

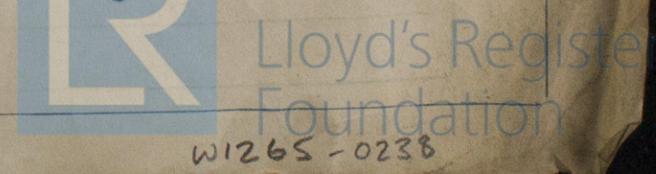
Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, 19

Travelling expenses (if chargeable) £125=

Committee's Minute FRI 28 MAR 1934

Assigned See above

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



W1265-0238

DUAL CLASS

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

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