

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

(Received at London Office

DEC 8 1938

Date of writing Report 21/11/38. When handed in at Local Office 21/11/38. Port of GENOA.

No. in Reg. Book. 69586 Survey held at GENOA. Date, First Survey 25/10/38. Last Survey 13/11/38. (No. of Visits Ten.)

on the Machinery of the Steel Sc. "AMERICAN O"

Tonnage { Gross 7008 Vessel built at Newcastle By whom Palmer's Co. Ltd When 1903/11
 { Net 4408 Engines made at " By whom " When 1903

Nominal Horse Power 564 Boilers, when made (Main) 1903 (Donkey) -

No. of Main Boilers 4 SB. Owners Ditta G.M. Barbagelata. Owners' Address -
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port Genoa. Voyage Constantza

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Grazie Dry Dock & Afloat Genoa Harbour.
 (State name of Dock.)

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

Last Report No. - Port -

Particulars of Examination and Repairs (if any) COMP. OF LMC. & LIMIT LIST.

(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 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

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? No

" " Donkey " " " No

If this was not done, state for what reasons? Main Boilers already surveyed. Donkey Boiler out of use.

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?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? P. Aft Boiler 180 lb.

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

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 Boiler? -

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

Has 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 shaft now been changed? No If so, state reasons -

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

State 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 3 1/2 m/m.

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 Complete (for commencement see

Trieste Report).

NOW DONE:- FOR COMPLETION OF L.M.C.-

Vessel placed in dry dock, sea cocks and valves, propeller and outside fastenings examined and found in good condition.

Funnel examined, so far as practicable, and found in good condition.

The following Machinery parts were examined and found or placed in good condition:-

H.P. & M.P. Cylinders, Pistons and Rods; H.P., M.P. & L.P. Steam Chests, Valves and Con-

nections: All Crossheads and Top End Bearings: M.P. & L.P. Crank Pins and Bottom End

Bearings: All Main Bearings and Journals. Thrust and Intermediate Shafting. Condensers,

Steering Engine, Windlass and all Pumping Arrangements.

Cargo Pumps and Pipe Lines.

Steam Pipes examined and tested to Rule requirements.

P.T.O.

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

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

seen, is in good and efficient condition, and eligible, in my opinion, to remain as classed and to have fresh record of * L.M.C. 4-38, as previously recommended, subject to the Donkey Boiler not being used. Item in S.R. List regarding Port Aft Boiler to be deleted.

Survey Fee (per Section 29) LMC. Lit. 650.-

Repairs 300.-

Special Damage or Repair Fee (if any) Elec. Inst 185.-

Travelling expenses (if chargeable) 80.-

Sunday Fee 200.-

Committee's Minute FRI. 23 DEC 1938

Assigned to Mr. G. H. 8 subject

AL CLASS

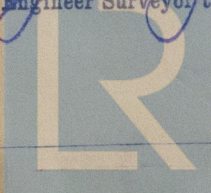
Fees applied for

25/11/38.

Received by me,

19

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



Lloyd's Register

W128-0080(112)

CERTIFICATE WRITTEN

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

Electric Installation examined and tested to Rule requirements.

The repairs to the Port Aft Boiler, as recommended by the Palermo N.E. Surveyor and as detailed below, were satisfactorily carried out and on completion of repairs the boiler was examined under steam and its safety valves adjusted as above. It is submitted that the item referring to this Boiler in the Limitation List be now deleted.

REPAIRS NOW EFFECTED FOR WEAR & TEAR-

Port Aft Boiler, port combustion chamber, back plate cropped at 7th row of stays from bottom. Bottom part renewed together with all stays in way of same. Lagging removed and valve attachments examined & found good.

Port forward boiler, centre combustion chamber, bottom row of tubes, 4 stay tubes and 2 plain tubes found defective and now renewed.

Aft starboard boiler, centre combustion chamber, bottom row of tubes, 2 stay tubes found defective and now renewed.

Crank lifted, white metal in bottom halves of main bearings, found worn and broken. All bottom halves retailed and shafting lined up.

All bottom end bolts, nuts found slack. Screw threads chased and new nuts fitted.

ahead
M.P. eccentric strap found worn and now retailed.

Port independent feed pump. Steam and water cylinders rebored and pistons and piston rods renewed.

Steering engine, crosshead bearings found worn and now renewed.

Centrifugal circulating pump and engine. All bearings retailed.

Defective electric cables renewed.

Various minor repairs.

qB

No 3 completed

Limit. Port aft Boiler repaired

It is submitted that
this vessel is eligible for
THE RECORD. + Dec 4 28

Subject to the
DOCKY BOILER
Not being used. But without other
special condition.

It is concluded that the
air circulating, Pigeon
starboard feed
pumps have been
examined but this
requires confirmation.

20/12/28

...at present...
...the vessel...
...the engine...
...the boiler...
...the pump...
...the feed...
...the air...
...the circulation...
...the examination...
...the confirmation...