

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

(Received at London Office)

MGN. 2, JAN. 1919

Writing Report 26th Decmbr 1918 When handed in at Local Office

19 Port of Naples

Survey held at Palermo and Messina Date, First Survey 27th June Last Survey 10th Novmbr 1918

on the Machinery of the Wood, Iron or Steel SS "Cerea" Master Luigi Farina

Gross 4295 Vessel built at Spezia By whom Cant. Nav. di Muggiano When 1901-12mo
 Net 2726 Engines made at H.P. By whom T. Richardson & Sons Ltd When 1901
 ed } 356 Boilers, when made (Main) 1901 (Donkey) 1901
 in Boilers 2 Owners Nav. Alta Italia (Sec Anen) Port Genoa Voyage Palermo
 key Boilers 1 If Surveyed Afloat or in Dry Dock Both
 ssure- Boilers 180 (State name of Dock.)
 ey Boilers 100

Report No. Port

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and scrutiny in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

ge 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 ned? Was a damage report made by anyone else? If so, by whom? Made not any

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

" Donkey " " " yes

not done, state for what reasons?

parts of the Boilers could not be thus thoroughly examined?

special means, in the absence of internal examination, were adopted by the
 r to assure himself of the thorough efficiency of those parts of each Boiler?

Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 135

Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 103

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

shaft now been drawn and examined? yes Is it fitted with continuous liner? No or two liners? yes or is it without liners? yes

now been changed? No If so, state reasons

shaft now fitted new? No Has it a continuous liner? yes or two liners? yes or is it without liners? yes

distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

vey is not complete state what arrangements have been made for its completion and what remains to be done? Completed

his vessel while repairing at Palermo damages caused by enemy torpedo, all the
 king parts of the machinery were made adrift and repaired and adjusted in
 ordance the necessity.

ylinders and receivers, H. I & L.P. were opened and barrels and slide valve
 es examined, adjustments were made where necessary.

istons taken out and examined, the H.P. piston adjusted on the lathe and 3 new
 t iron packing rings fitted in.

lide Valves inspected, the I. slide valve planed at workshop and adjusted to
 pective Cylinder face. Scored on the lathe the H & I slide valve rods and fitted
 n brass bushes in stuffing boxes and glands.

iston rod cross heads connecting rod pins and brasses opened out and examined.
 white metal liner in H.P. brass found wasted it was renewed and adjusted to respec

General Observations, Opinion, and Recommendation:—

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

Consider the machinery of this steamer in good and efficient Condition and
 my opinion it is eligible to remain as it is now Classed in the Register Book
 d I recommend the record of this survey 11,18 and notation +LMC-11.18 be
 de in the case of this vessel.

to (per Section 28) £ 15 : 0 : 0 Fees applied for
 Damage or Repair Fee (if any) £ " : " : " 19
 (per Section 28.) Received by me,
 Expenses (if chargeable) £ 10 : 0 : 0 19

Francis Ducroster

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 24. JAN. 1919

ned

+ L.M.C. 11.18

MACHINE BY GERTH & CO
 WRITTEN.

W11404-0049 1/2

© 2021

Lloyd's Register
 Foundation

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

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

live pin, Guide shoes examined, the H.P. go ahead shoe found broken it was renewed. Crank pin brasses opened and examined, as well as have been examined the crank shaft brasses. Thrust shaft collars and tunnel shafting bearings which have all been properly adjusted to respective bearings.

Reversing gears, all made adrift and adjusted the slide valves bar links brasses, eccentric rod top end brasses, slide valve rod guides, eccentric collars drag link pins etc.

Air and Circulating pump opened and examined, the air pump piston rod was scored on the lathe and new brass bushes fitted in gland and stuffing box. The suction and delivery valves examined and port adjusted and renewed.

Feed and Bilge pumps opened and examined, plungers found scored have been scored on the lathe and new brass bushes fitted in glands and stuffing boxes. The delivery and suction valves examined and adjusted and scored on respective seat.

Pump gear, all brasses and pins examined and adjusted.

Surface Condenser, opened and inspected tubes drawn out cleaned and refitted.

Turning gear steam engine. And Reversing steam engine examined in action.

Main feed, donkey steam pump, made adrift and examined, pump barrels re-bored and new pistons adjusted in them.

Auxiliary feed donkey steam pump, made adrift and examined steam cylinders and pumps barrels re-bored, and new pistons adjusted in pumps barrel, and new packing rings adjusted and fitted in steam pistons and repaired and adjusted all gearings to both main and Auxiliary pumps.

Ballast steam pump, made adrift and examined, steam cylinder and pumps barrels re-bored, new piston adjusted to pump barrels and new cast iron packing rings adjusted to steam pistons; all gearings have been properly repaired and adjusted.

Sea valves and Cocks, opened and examined, valves have been turned on the lathe and adjusted and grounded on respective seat.

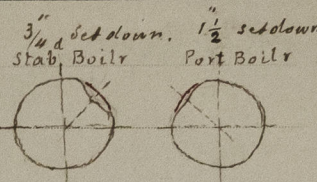
Screw propeller shaft drawn in and examined through hammering it is with two brass liners, the lignum vitae wood in aft end of brass stern bush examined, boring found $\frac{1}{8}$ " larger than brass liner diameter.

Main Boilers (2), with 3 for furnaces each, have been all chipped, scraped and cleaned internally and externally and examined, and further recovered the exterior with fresh lagging. Internal of boilers on plate surfaces, tubes, long and short stays slight corroded. In centre furnace of starboard boiler one plain tube was renewed and 5 tubes were renewed in centre furnace of port Boiler.

Furnaces inspected internally in both boilers, found all more or less set down, but the deepest set is in centre furnaces of both boilers, which is of $3\frac{3}{4}$ to $1\frac{1}{2}$ " in depth, and are on the 5th, 6th and 7th rings from the fronts of furnaces.

SS "Cerea"

and the positions of these sets are according the sketch



The set in furnace of starboard boiler has been faired properly by by screw jacket, while in furnace of port boiler where the set was deeper, it has not been faired completely, but it has been raised up only $3\frac{3}{4}$ of an inch because at this limit the furnace plate commenced to show some cracks on the ribs, 3-4-5 & 6 about 4" above the fire grate level; and these cracks have been closed up by welding on through Acetylene process patch plates \square of 5" size by $5\frac{1}{8}$ " thick.

On front plate of starboard boiler the lower end flange furnace a crack of about 2 ft long as in red was also welded through oxy acetylene process.

All mountings around boiler have been dismounted, inspected and adjusted on respective seat and part of them have been renewed, part of gauge cocks have also been renewed.

The safety valves made adrift, and seats and valves scored and adjusted.

Main steam valves dismounted and repair and adjusted at work shop. The main steam pipes examined and tested by water pressure after annealed.

Both main boilers after repairs made were tested by hydraulic pressure at 240 lbs per sq inch. And tested by steam of which the safety valves blew off at 135 lbs.

Donkey Boiler, chipped and cleaned internally and externally and inspected all through found in satisfactory condition, except the plate in lower part of combustion chamber of starboard furnace found corroded it was cut off and new plate rivetted on.

All mountings have been opened and adjusted.

The safety valves were made adrift and valves and spiral springs inspected, this boiler was tested under steam and safety valves blew off at 103 lbs per sq inch, the working pressure being 100 lbs.

This machinery was tested by steam on moorings with good success.

Machinery overhauled.

Screw shaft examined

It is submitted that this vessel is eligible for THE RECORD.

3. 11-18.

14/1/19