

No. 3619

9.

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

SAT. 19 MAY 1906

(Received at London Office)

Report of Survey for Repairs, &c., of Engines and Boilers.
Date of writing Report *May 17th 1906* When handed in at Local Office *May 17th 1906* Port of *Genoa*
in *Genoa* Survey held at *Genoa* Date, First Survey *April 10th 1906* Last Survey *May 16th 1906*
Book. *16* on the Machinery of the *Wood, Iron or Steel* *S. S. Cerea* Master *Molinari*
Age Gross *4295* Vessel built at *Sperzia* By whom *Cont. Ham di Muggiano* When *1901-1*
Net *2726* Engines made at *M. Manteppool* By whom *L. Richardson & Sons* When *1901*
Registered *356* Boilers, when made (Main) *1901* (Donkey) *1901*
of Main Boilers *2* Owners *L. Capucio & Co* Port *Genoa* Voyage *New Orleans*
of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Si Grazie & S. Oll* Particulars of Classification (which must be inserted
in Pressure— Main Boilers *1800* (State name of Dock.)
Donkey Boilers *100*

st Survey No. *3615* Port *Genoa* *Sanage &*
Particulars of Examination and Repairs (if any) *Classification.*

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

amage 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
eclined? also whether any damage report was made, and, if so, by whom?

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

Do. " Donkey " " "

is was not done, state for what reasons?

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

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

the Surveyor examine the Safety Valves of the Main Boiler?

the Surveyor examine the Safety Valves of Donkey Boiler?

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

the Surveyor examine the drain plugs of the Main Boilers?

the Surveyor examine all the mountings of the Main Boilers?

the screw shaft been drawn and examined at this time?

te the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

boilers to be adjusted before the ship leaves Genoa.

s screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *No* or two liners? *Yes* or is it without liners?

s shaft now been changed? *No* If so, state reasons

the shaft now fitted new? *Yes* Has it a continuous liner? *Yes* or two liners? *Yes* or is it without liners?

*The stern tube removed & refitted on account of damage, the tail shaft removed & examined
the lignum vitae renewed for the same reason. The sea cocks & valves & outside fastenings
examined, and all cylinders, pistons, slide valves, air and circulating, feed and bilge
pumps, Condenser, crank, thrust, and tunnel shafts, crankpins, bilge pipe connections &
pumping arrangements examined & found or put in order. The main & donkey boilers &
their safety valves examined & found in very good condition. On account of wear & tear
the feed & bilge pump rams turned up & glands & neck rings rebushed. In accordance with
rules requirements an extra bilge suction fitted on each side of the E & B. Space. A new
patent propeller fitted (damage). The main & donkey boilers are said to have been tested by
water pressure in September last by the R. Italiano to 1 1/2 times the working pressure.*

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
an y alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.00, B.&M.S. 9.00, or $\frac{1}{2}$ L.M.C. 9.00,
140 lb., F.D., &c.)

*This vessel's machinery is in good condition, eligible in my
opinion to be classed in the Society's Register Book under the
notation of + L.M.C. 5.06, when the safety valves have been adjusted
under steam.*

Office or Registration Fee (per Sec. 27).....
Survey Fee (per Section 28).....
Special Damage or Repair Fee (if any)
(per Section 28).....
Traveling Expenses (if chargeable).....
Fees applied for *May 17th 1906*
Received by me, *19*

*State if Certificate is required

Committee's Minute

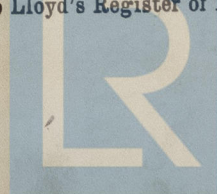
Assigned

Thurs 5.06
On Gen 3625

TUES. 22 MAY 1906

FRI. 31 AUG 1906

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register
Foundation

*Certificate to be sent to

WINDY-0053

Damage & Survey for Classification.
 Not completed before vessel leaves Genoa.
 Machinery built under Survey in 1901.

Person ship & new propeller fitted
 all machinery & ship repairs done

It is submitted that this
 vessel WILL BE eligible for
 the record.

The Safety valves have been
 adjusted.

P.5-06
 21-5-06

It is should be pointed out to the Surveyor that his report is
 contradictory as to the adjustment of Safety valves in form No 4
 that they have been adjusted & a form No 2 (bearing a later date) that they have been
 so that a certificate may be issued.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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