

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

(Received at London Office 14th April 1904)

Date of writing Report 17 April 1904 When handed in at Local Office

Port of Naples

No. in Reg. Book.

Survey held at Naples

Date, First Survey 12 April Last Survey 17 April 1904

(No. of Visits 2)

Master Stefano Baracchini

Tonnage { Gross 430
Net 152

Vessel built at Sampierdarena By whom Soc. Anon. Coop. di Produz. When 1903

Registered Horse Power 117

Engines made at Sampierdarena By whom Soc. Anon. Coop. di Produz. When 1903

No. of Main Boilers 2

Boilers, when made (Main) 1903 (Donkey) 1903

No. of Donkey Boilers 1

Owners Soc. Anon. per Ricup. Sotto Marin Port Genoa Voyage Genoa

Steam Pressure in Main Boilers 7150

If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers 115

(State name of Dock.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1 1.04		+100 A 1 1.04

Last Survey No. 3019 Port Genoa

Particulars of Examination and Repairs (if any)

(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 summarised 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? also whether any damage report was made, and, if so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " No

If this was not done, state for what reasons? r

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

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? r

Did the Surveyor examine the Safety Valves of the Main Boiler? No

To what pressure were they afterwards adjusted under steam? Not seen

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted under steam? Not seen

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No, and of the Donkey Boiler? No

Did the Surveyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boiler? No

Did the Surveyor examine all the mountings of the Main Boilers? No, and of the Donkey Boiler? No

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? No

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Not seen

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

At request of Mr A. Rondini Agent at Naples of the S.S. Sars anchored in this port from Messina. She had 3 Blades of her screw propeller broken off during the passage from Genoa to Messina & From Messina to Naples she has been towed by the S.S. "Commerce".

At Naples the broken blades have been replaced by new blades & being the vessel afloat, then have been fitted by Divers.

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. 200, R.&M.S. 200 or L.M.C. 200, 140 lb., F.D., &c.)

I consider the machinery of the S.S. Sars in good working condition and in my opinion eligible to remain in her present Class, subject to periodical surveys as per Rule

Office or Registration Fee (per Sec. 27) £ 10.

Survey Fee (per Section 28) £ 1.

Special Damage or Repair Fee (if any) (per Section 28) £ 2 2.

Travelling Expenses (if chargeable) £ :

Fees applied for

10

Received by me,

10

Francis Durocher

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

State if Certificate is required

Committee's Minute FRI. 22 APR 1904

Assigned

Three propeller blades sawed.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

ms. 4. 04
21.

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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