

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

APR 29 1940

(Received at London Office)

Date of writing Report 20/4/40. When handed in at Local Office 20/4/40. Port of GENOA.

No. in Reg. Book. 24424 Survey held at GENOA. Date, First Survey 16/4/40. Last Survey 17/4/40. (No. of Visits TWO)

on the Machinery of the ~~Wood~~ Steel Sc. "F E L L A"

Tonnage { Gross 6072 Vessel built at Trieste By whom Stab. Tecnico When 1926/3
 Net 3748 Engines made at Turin By whom Soc. Anon. "Fiat" S.G.M. When 1926

Nominal Horse Power 1328 Boilers, when made (Main) (Donkey) NDB.25 refitted 37

No. of Main Boilers - Owners "ITALIA" Owners' Address Trieste Voyage TRIESTE
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers -

Steam Pressure in Main Boilers - 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 100 lb.

Last Report No. 16023 Port Gen

Particulars of Examination and Repairs (if any) ADV. L.M.C. C.S.

(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 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 -

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? -

Donkey " " " " No

If this was not done, state for what reasons? D.B.S. not due.

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? -

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 Boilers? -

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

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? -

Has shaft now been changed? - 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 Vessel afloat

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done It was stated that the L.M.C. C.S. will be advanced from time to time in accordance with Circular No 1670.

NOW DONE:- FOR ADVANCEMENT OF L.M.C. C.S.- Examined the following machinery parts:-

Starb. Forward Aux. Engine- In its entirety including air compressor.

Pumps- Independent bilge and ballast pump.

All found or now placed in good condition.

The service injection air bottle for the starboard forward auxiliary engine has now been opened, cleaned internally, examined and found in good condition.

REPAIRS NOW CARRIED OUT:-

Starb. Ford. Aux. Engine- Nos. 1 & 2 main bearings and No 1 bottom end bearing brasses, white metal found cracked, remetalled. H.P. compressor cylinder liner & H.P. piston, found worn renewed. All gudgeon pins skimmed up and bushed renewed. The machinery of this vessel, so far as now seen, is in good condition, and the vessel is eligible, in my opinion, to remain as classed with fresh record of * L.M.C. C.S. (with date) on completion of the survey.

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

* L.M.C. CS 3, 34.

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Survey Fee (per Section 29) LMC. C.S. Lit. 200.- Fees applied for 20/4/40.

Special Damage or Repair Fee (if any) - Received by me, -

Travelling expenses (if chargeable) 30.-

Committee's Minute Assigned

Assigned As now

Assigned As now

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned and date of survey.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.I. with freeboard 11-39 ss. Tri. No 3-9-37		* L.M.C. 9-37 * NE. 9-37 DBS. 8-39 * Lloyd's R.M.C. 12-39 'tween dk for CL.N. 9-37
Port Chamber in No 3 temp. 30°F.		

DUAL SURVEY
L.R. & R.I.

10m.

The Surveyors are requested not to write on or

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

Shuffellin
Engineer Surveyor to Lloyd's Register of Shipping.

L
Lloyd's Register
Foundation

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