

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

(Received at London Office NOV 16 1937)

Date of writing Report 11th NOV: 1937 When handed in at Local Office 11th NOV: 1937 Port of GENOA.

No. in Reg. Book. Survey held at GENOA. Date, First Survey 2 Last Survey 8-11-1937 (No. of Visits ONE)

22397 on the Machinery of the ~~Wood, Iron or Steel~~ Sc M.V. "CELLINA"Tonnage Gross 6080 Net 3757 Vessel built at TRIESTE By whom STABILIMENTO TECNICO When 1926-5th MTH

Nominal Horse Power 489 Engines made at TRIESTE By whom STABILIMENTO TECNICO When 1926

No. of Main Boilers 1 Boilers, when made (Main) (Donkey) 1926

No. of Donkey Boilers 1 Owners "ITALIA" Soc. ANON. di NAV. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 1 Managers Port VENICE Voyage CALIFORNIA

In Donkey Boilers 100LB If Surveyed Afloat or in Dry Dock AFLOAT GENOA HARBOUR Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) COMPLETION OF SCREW SHAFT

Periodical Surveys, when held, must be reported in detail and verbatim 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 repairs 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.

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

as 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.

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

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

To 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 Present condition of funnel(s)

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?

Is 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?

Is shaft now been changed? If so, state reasons

Is 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.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is 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

Now done to complete L.M.C. & N.E. (Please see Trieste F.E. Report)

The following Machinery Parts which it is stated by the Trieste Surveyors will complete the spare parts required by the Rules, have now been checked and found in order.

1 Set of Rings for Piston; 1 Cylinder Liner Complete; 1 Set of Rubber Rings for Liner Joint;

1 Bottom End Bearing Complete; 1 Set of Pads for Mitchell Thrust Block; 1 Top End Bearing Complete;

1 Bottoms End Bearing Complete.

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

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

is in good and efficient condition and eligible in my opinion to remain classified with fresh

record of L.M.C. 10, 37; N.E. 10, 37; D.B.S. 10, 37 (N.D.B. made 1924 refitted 1937) and Screw Shaft

new C.L. 10, 37, as previously recommended.

Survey Fee (per Section 29) £17 100: Fees applied for 11-11-1937

Special Damage or Repair Fee (if any) £ : : Received by me, 19

Travelling expenses (if chargeable) £17 85: 19

Committee's Minute

Assigned + L.M.C. 10.37 + N.E. 10.37 + B.S. 10.37

S(N) 10.37 CL DUAL CLASS. N.D.B. 24 refitted '37

D.B. 100 lb

FRI 3 DEC 1937

Engineer Surveyor to Lloyd's Register of Shipping.

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