

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

(Received at London Office)

JAN 30 1940

Date of writing Report 22/1/40. When handed in at Local Office 22/1/40. Port of GENOA.

No. in Reg. Book 30991 Survey held at GENOA. Date, First Survey 12/1/40. Last Survey 18/1/40. <sup>xpp</sup>  
 on the Machinery of the WOOD, Iron or Steel Twin Sc. "O R A Z I O" (No. of Visits Four.)

Tonnage } Gross 11669 Vessel built at Baia By whom Cant.ed Off.Meridionali Year. Month. 1927 10  
 Net 6779 Engines made at Trieste By whom Stab.Tecnico When 1927

Nominal Horse Power } 1312 Boilers, when made (Main) (Donkey) 2NDB.28 When 1927

No. of Main Boilers. 2 Owners "ITALIA" D. A. di Nav. Owners' Address ---

No. of Donkey Boilers 2 Managers --- (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers --- Port Genoa Voyage ---

in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour & in Grazie Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. --- Port ---

Particulars of Examination and Repairs (if any) ADV.L.M.C. C.S., DOCK & AD. ELECTRIC

(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 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. --- Present condition of funnel(s) Good.

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 P. 3 1/2 mm. S. 4 1/2 m/m.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? YES

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the Electric Equipment

Survey the following remains to be carried out:-

Emergency electric light circuits to be examined and tested as per Rules - electric generators to be examined running in parallel - main switchboards to be tried under working conditions.

It was stated that the survey would be advanced or completed on the vessel's return to Genoa in about three months' time. It was further stated that the L.M.C. C.S. would be advanced from time to time in accordance with Circular N°1670.

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

Port Main Engine- Nos 5 & 7 pistons together with cylinders, covers and valves, piston rods, cross-heads with top end bearing brasses, guides and connecting rods.

P.T.O.

## General Observations, Opinion, and Recommendation:—

The machinery of this vessel, so far as now seen, is in good condition, and the vessel is eligible, in our opinion, to remain as classed with record of \* L.M.C. C.S. (with date) on completion of the survey.

Survey Fee (per Section 29)	Pt L.M.C. C.S. Lit. 200.-	Fees applied for	22-1-40
Special Damage or Repair Fee (if any) (per Section 29.)	Docking " 150.-	Received by me,	19
Travelling expenses (if chargeable)	Elec. Equip. 250.-		
	" 50.-		

*[Signature]*  
 for Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ---  
 Assigned Deferred



