

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

(Received at London Office)

13 JUN 1932

DUAL SURVEY  
LR. & RI.

Date of writing Report 31st May 1932 When handed in at Local Office 6th June 1932 Port of Leghorn

No. in Reg. Book 34785 Survey held at Porto S. Stefano & Leghorn Date, First Survey 18th Jan: Last Survey 8th March 1932  
(No. of Visits 16)

on the Machinery of the ~~Wood-Iron or Steel~~ s/s "SORRISO"

Tonnage { Gross 6447  
Net 4110 Vessel built at W. Hartlepool By whom Furness Withy & Co. Ltd. When 1902 - 3mo

Nominal Horse Power 489 Engines made at Hartlepool By whom Richardsons, Westgarth & Co. Ltd. (Donkey) When 1902 -

No. of Main Boilers 4 Boilers, when made (Main) 1902 Owners C. Devoto fù G. B. Owners' Address (if not already recorded in Appendix to Register Book.)  
Port Genoa Voyage Genoa

No. of Donkey Boilers = Managers = If Surveyed Afloat or in Dry Dock Both -  
(State name of Dock.)

in Donkey Boilers =

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Damages -

(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. Secretary's H. 31st/5/32

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? Yes, to the Owner who considered not necessary -

Was a damage report made by anyone else? If so, by whom? By Insurance Surveyors -Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes in aft & starb. fore boilers -Do. " Donkey " " " No donkey boiler -If this was not done, state for what reasons? The fore port boiler not seen being under steam -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? =Did the Surveyor examine the Safety Valves of the Main Boiler? no - To what pressure were they afterwards adjusted under steam? to adjust -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? yes, of the above , and of the Donkey Boilers? =  
boilers -Did the Surveyor examine the drain plugs of the Main Boilers? = , and of the Donkey Boiler? =Did the Surveyor examine all the mountings of the Main Boilers? no - , and of the Donkey Boiler? =Has screw shaft now been drawn and examined? yes - Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? noHas shaft now been changed? no 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 29/64"

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

In accordance with the statement of the report on ship, the following was done at Porto S. Stefano on a/c of the damage alleged as being sustained on the 6th January 1932, & consequent grounding at S. Liberata - the boilers & machinery spaces having been filled up by sea water whilst boilers under pressure, as by Log Book & Master's statement -

Auxiliary pumps examined at work & found satisfactory to be used for the voyage under towage of the vessel until Leghorn -

The main engine having been stated to be in unsatisfactory working condition in consequence of the mud entered in the working parts, & of the troubles had in its use during the refloating operation with heating of bearings, of the condenser, & unsatisfactory work of the circulating pump, stopping of part of refrigerating & circulating water piping, & of the mud entered in stern tube, it was considered, in accordance with interested parties, preferable to not use the engine for the continuation of the voyage until Leghorn to avoid additional probable damages -

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

This report is done for information of the Committee -

Survey Fee (per Section 29) £ 22 : 0 : 0 Fees applied for 10th/3/32 £.24.0.0 =

Special Damage or Repair Fee (if any) £ 2 : 0 : 0 Received by me, Not yet

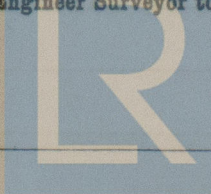
Surveying expenses (if chargeable) £ 2 : 0 : 0

Committee's Minute

Assigned

See Wreck Report No 8275

Antonio La...  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation  
W 563-0150



The following examinations were afterwards held at Leghorn :

Fore starboard & both aft main boilers carefully seen inside & outside after removal of their lagging & found efficient in their parts, excepted :

Aft starb. boiler : Port furnace down 2" - Starboard furnace down 1.5/8" - 2 stays corroded in centre fire box, 1 stay corroded & 1 broken between centre & starb. fire boxes - Corrosions at sides of centre furnace - Some leakages in fire boxes -

Aft port boiler : Starboard furnace down 2" - Some leakages in fire boxes - 1 stay between starb. & centre fire boxes cracked - Some corrosions in way of starb. side of centre furnace & lower starboard manhole -

Fore starb. boiler : Centre furnace down 2.1/4" -

All manholes doors of these boilers with their fastenings examined -

Machinery : All cylinders opened & examined with covers, pistons, packing & junk rings -

All slide valves lifted & examined with their casings, covers & faces - All main bearings with thrust block & tunnel bearings opened & shafting with bearings seen & crank shaft position verified - Connecting rod top & bottom bearings opened & seen with crank shaft & crosshead pins - All guides, & piston with slide valves rods seen -

All eccentric straps removed from place & examined with sheaves -

Condenser seen, tested - All pumps excepted air pump opened & seen in way of pistons, cylinders, covers, valves, rods etc. All sea connections opened & examined - All auxiliary pumps excepted fore Wear pump, overhauled & generally examined -

Tail shaft drawn & examined with stern tube - Propeller seen -

The over said parts of the engine were found in order excepted for the following :

All main, thrust & intermediate shafting bearings white metal wasted -

Thrust block horse shoes white metal wasted - Thrust block collars & journals corrugated - All bottom end connecting rod bearings white metal wasted & partly cracked -

High & intermediate pressure crosshead bearings & pins corrugated - Low pressure ahead eccentric sheave corrugated & ahead strap brass wasted - High pressure astern eccentric strap white metal wasted - Intermediate & high pressure piston rods rough - Circulating & air pump rods & bilge and feed pumps plungers rough - Main circulating suction pipe

broken - A quantity of condenser tubes leaking - All steam piping joints leaking -

Main donkey engine water cylinders rough - Intermediate pressure ahead eccentric strap white metal wasted -

Aft end of tail shaft liner disconnected on a length of 1' x 1/2 circumference -

Lignum vitae staves of stern tube worn out 29/64" - Propeller key slack -

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None work was carried out for repairs, the Owner having been long time on the contemplation of the question with Underwriters, & recently having decided to break up the vessel that remained laid up here until now & has been towed at Genoa -

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The following parts remained to be seen : Fore port boiler - Boilers mountings -

All boilers under hydraulic test - Steam piping under water test - Air pump cylinder -

Fore Wear pump - Crosshead shoes - All parts of link motion - General service donkey engine -

*JA*



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