

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

(Received at London Office)

6 AUG 1927

Date of writing Report 27/7/27 When handed in at Local Office 27/7/27 Port of GENOA
 Survey held at GENOA Date, First Survey 21/7/27 Last Survey 21/7/27 19
 on the Machinery of the Wood Iron or Steel Twin Sc. Sr. "B O L O G N A"
 Gross 4676 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1905-5
 Net 2636 Engines made at Belfast By whom Harland & Wolff Ltd. When 1905
 Nominal 584 Boilers, when made (Main) 1905 (Donkey) Aux. N.B.5-21
 of Main Boilers 2 Owners Navigazione Generale Italiana Owners' Address
 of Donkey Boilers 1 Managers Genoa Port Genoa Voyage
 Main Boilers 200 lb If Surveyed Afloat in Dry Dock Genoa Harbour
 Donkey Boilers 200 (State name of Dock.)

Last Report No. Port
 Particulars of Examination and Repairs (if any) PART M.S.

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the
 nature 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
 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the
 date 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

Is 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? No

Do. " Donkey " " " "

Was this not done, state for what reasons? B.S. not Due

What parts of the Boilers could not be thus thoroughly examined?

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?

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? No , and of the Donkey Boiler?

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? , and of the Donkey Boiler?

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? To complete; I.P. & L.P. cylinders
 pistons, valve chests, all top and bottom ends, cranks, main bearings, thrusts, condensers of port and star-
 board engines and all pumps (attached and independent), sea connections and outside fittings, to be ex-
 amined. NOW DONE:- H.P. cylinders and pistons and all tunnel shafting, port and starboard ex-
 amined and found in order.

The vessel was placed in dry dock on the 22nd June, but owing to her having
 cargo and bunkers on board the Owners wished to have the ship partly water-borne and hence the dock
 was only partially emptied leaving the vessel with a draught of 7 feet which did not permit any ex-
 amination of propellers, outside fastenings or sea connections.

General Observations, Opinion, and Recommendation:— The machinery parts seen are in good and
 (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.&H.S. 9-11, or L.M.C. 9-11,
 140 lb., E.D., &c.)
efficient condition and will be eligible in my opinion to have a fresh record of M.S. 7-27 on com-
 pletion of survey as above, subject as before, to starboard tail shaft being examined at joints of
 liners before end of September 1928.

Survey Fee (per Section 28) £11:200.- Fees applied for
 Special Damage or Repair Fee (if any) £ 27/7/27
 (per Section 28.) 30.- Received by me,
 Travelling Expenses (if chargeable) £ 19

Committee's Minute TUES. 23 AUG 1927

Assigned Deferred

DUAL CLASS

G. C. Ballardie
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI 22 MAR 1928

Lloyd's Register

WST 72-0025

L.L. R.O. due 5.27 partly full

A.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.

Completion not stated.

It is submitted that this vessel WILL BE eligible for the record. + L.M.C. 7.27 when the survey has been completed as per report.

Plashed subject to the second shift being a specially caused at Linn points before the end of 9.28

L.L.
8/8/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation