

# 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 (No. of Visits One)

on the Machinery of the ~~Wood Iron~~ Steel Twin Sc. Sr. "B O L O G N A"

Gross 4676 Net 2636 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1905-5

Engines made at Belfast By whom Harland & Wolff Ltd. When 1905

Boilers, when made (Main) 1905 (Donkey) Aux. N.B.5-2I

Owners Navigazione Generale Italiana Owners' Address (if not already recorded in Appendix to Register Book)

Managers Port Genoa Voyage

Surveyed Afloat in Dry Dock Genoa Harbour (State name of Dock)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.E., if any).
* 100 A.I. 4-27		* L.M.C. 8-22 B.S. 12-26
ss Gen.No3-5-23		C.J.P. 9-26 SN. 9-26

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

Medical Surveys, when held, must be reported in detail and serially 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.

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

Did he do so for Donkey Boilers? No

Why 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? No 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? No, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? No, and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? No Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vite 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 starboard engines and all pumps (attached and independent), sea connections and outside fittings, to be examined.

NOW DONE:- H.P. cylinders and pistons and all tunnel shafting, port and starboard examined 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 examination of propellers, outside fastenings or sea connections.

General Observations, Opinion, and Recommendation:— The machinery parts seen are in good and efficient condition and will be eligible in my opinion to have a fresh record of M.S. 7-27 on completion of survey as above, subject as before, to starboard tail shaft being examined at joints of liners before end of September 1928.

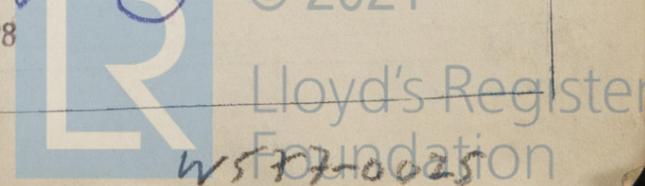
Survey Fee (per Section 28) £ 200.- Fees applied for 27/7/27  
Special Damage or Repair Fee (if any) £ 30.- Received by me, 19

Committee's Minute TUES. 23 AUG 1927 FRI 23 MAR 1928

Assigned Deferred

DUAL CLASS

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



Insert Character of Ship and Machinery precisely as in the Register Book.

DUAL SURVEY L.R. & R.I. SEE LIMITATION LIST.

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.

L.S. No. due 5.27 partly held  
Completion not stated.

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

Plashed subject to the sound sheets being specially examined at Linn points before the end of 9.28

L.S.  
8/8/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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