

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

(Received at London Office 25 NOV 1929)

Date of writing Report 14/11/29 19 10 When handed in at Local Office 14/11/29 19 10 Port of GENOA

No. in Reg. Book. 29715 Survey held at GENOA Date, First Survey & Last Survey 11/11/29 (No. of Visits One)

on the Machinery of the ~~WOOD, IRON OR STEEL~~ Twin Sc.4 Mst Sr."NORDIC"

Tonnage { Gross 7261  
Net 4577 Vessel built at W. Hartlepool By whom Furness, Withy & Co. Ltd. When 1903-8

Nominal Horse Power 656 Engines made at Hartlepool By whom Richardsons, Westgarth & Co. Ltd. When 1903

No. of Main Boilers 5 SB. Boilers, when made (Main) 1903 (Donkey) -

No. of Donkey Boilers - Owners Ditta D.E. Fratelli Bozzo Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb. Managers Port Genoa Voyage Australia

in Donkey Boilers - If Surveyed Afloat or in Dry Dock Grazie Dry Dock. (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) DOCKING

(Periodical Surveys, when held, must be reported in detail and serialim 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.)

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? No

Do. " Donkey " " " " "

If this was not done, state for what reasons? 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? -

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 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? No

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 Port 3.5 m/m. Starboard 4 m/m.

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

NOW DONE:- Vessel placed in dry dock. Examined propellers and outside fastenings and found same in good condition.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as now

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

seen is in good and efficient condition and the vessel is eligible, in my opinion, to remain as classed without fresh record of survey, subject to the starboard screw shaft being examined at joint of liner before the end of June 1931.

Survey Fee (per Section 28) see Lit. 150.-

Special Damage or Repair Fee (if any) clip £ :

Travelling expenses (if chargeable) R. 25.- £ :

Fees applied for 14/11/29.

Received by me, 19.

Committee's Minute TUE. 8 DEC 1929

Assigned As now

A. Brasella 2020  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W639-0020



Docking

N.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.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

29/11/29

STARO  
SCREWSHAFT FITTED  
WITH JOINTED C.L.

of iron plate the end of the rod.

checked without loss of accuracy. The vessel is eligible to remain as CLASSED.

seen in 1903 and 1904. The vessel is eligible to remain as CLASSED.

the vessel is eligible to remain as CLASSED.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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