

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

(Received at London Office)

Date of writing Report 5/4/27 When handed in at Local Office 5/4/27 Port of GENOA

No. in Reg. Book 88522 Survey held at SAVONA Date, First Survey 4/4/27 & Last Survey 4/4/27 1927 (No. of Visits One)

on the Machinery of the Wood, Iron or Steel SC. COLLINGDALE

In Supp. Tonnage { 3896 Vessel built at South Shields By whom J. Readhead & Sons When 1906-5
 { 2461 Engines made at South Shields By whom J. Readhead & Sons When 1906

Nominal Horse Power { 331 Boilers, when made (Main) 1906 (Donkey) 1906

No. of Main Boilers 2 Owners Kindom Steamships Ltd. Owners' Address (if not already recorded in Appendix to Register Book) Port London Voyage Rotterdam

No. of Donkey Boilers 1 Managers Jackson Bros. If Surveyed Afloat or in Dry Dock Afloat, Savona Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers 180 lb in Donkey Boilers 80 Last Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE

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.

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 Report attached to Hull Report No 9821

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 " " " B.S. not due.

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

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 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? - 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? COMPLETE.-

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

NOW DONE:- Attended on board at request of Owners Agent Mr E. Bandini of Savona on account of damage stated to have been sustained due to heavy weather on the voyage Sunderland to Savona from 21st to the 24th of March 1927 and later from the 26th to 31st March 1927.

Examination disclosed the following damage for which recommendations were made as stated below:-

FOUND:-	RECOMMENDED:-
1) Main Boiler Auxiliary feed pipe fractured in two places.	To be repaired.
2) Port boiler main check valve found defective.	New seating to be now fitted & valve to be overhauled.
3) After tunnel well suction starboard side, pipe fractured.	To be permanently repaired.

P. T. O.

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

seen is in good condition and is eligible in my opinion, to remain as classed without fresh record

subject to completion of repairs as above stated.

Survey Fee (per Section 25) £ 10 Fees applied for 10

Special Damage or Repair Fee (if any) £ 10 Received by me, P. T. O.

Travelling Expenses (if chargeable) £ 10

Committee's Minute WED. 20 APR 1927 FRI. 6 MAY 1927

Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping.

SWIP

Lloyd's Register

Foundation

5/4/27

At this time item No 1 has been carried out. The Port Boiler main check valve seating has been renewed but the valve requires to be overhauled. Item 3 remains to be permanently repaired, temporary repairs only being now effected.

The Rotterdam Surveyors have been informed. A copy of the Damage Report is appended to the Genoa Hull Survey Report No 9821

DEC. 7-23
B.S. 11-26

DEC. 7-23
B.S. 11-26

O.I. 1-27

O.I. 1-27

No

B.S. not due.

COMPLETE

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Examination disclosed the following damage for which recommendations were made as stated below:-

- 1) Main Boiler Auxiliary feed pipe fractured in two places.
- 2) Port boiler main check valve found defective.
- 3) After tunnel well another starboard side pipe fractured.

RECOMMENDATIONS:-

To be repaired.

New seating to be refitted & valve to be overhauled.

To be permanently repaired.

P. T. O.

The machinery of this vessel so far as

seen is in good condition and is eligible in my opinion, to remain in service until further examination or repairs as above stated.

Subject to the
Port main check valve
being overhauled & the
Starboard main pipe
in aft tunnel well
repaired.

How Not

1927



Lloyd's Register
Foundation

Heavy weather damage.

A few pipes repaired.

At Port on 4/27 partly held 3.27
not advanced. Completion &
damage repairs at Port.

At Port on 9/27
then the sea connection & auxiliary
have been examined