

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

(Received at London Office MAY 17 1940)

Date of writing Report 7/5/40. When handed in at Local Office 7/5/40. Port of

Survey held at Date, First Survey & Last Survey 26/4/40. 19x

on the Machinery of the Wood, Iron or Steel Quad. Sc. "R E X" (No. of Visits One)

Gross 51062 Vessel built at Sestri Ponente By whom Soc. Anon. Ansaldo Year. Month. 1932 9

Net 30623 Engines made at Sampierdarena By whom Soc. An. Ansaldo When 1932

Main Power 22082 Boilers, when made (Main) 1932 (Donkey) 1932-

Main Boilers 12 (WTB) Spt Owners "I T A L I A" Owners' Address

Donkey Boilers 2 DB (WTB) Spt Port Genoa. Voyage

Pressure 384 lb. If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 228 lb. (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) LMC. M.S.

Special Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " " No

Was not done, state for what reasons? B.S. completed - Please see Genoa Report No 16178.

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

At 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?

Test date of internal examination of each boiler Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has a 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 a shaft now been changed? If so, state reasons

Has a shaft now been 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?

Is the examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat.

Are engine parts, when referred to by numbers, should be counted from forward? Is electric light and/or power fitted?

Has the Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done It was stated that the L.M.C. M.S.

Should be advanced from time to time in accordance with the concessions granted in London letter "S" dated 16th August 1933.

DONE FOR LMC. M.S. The following machinery parts examined and found, or placed, in good condition.

Starboard Forward Main Engine- H.P. pinion with flexible coupling.

Engine driving Emergency Generator- N°6 cylinder, piston, cover, valves, connecting rod with its

& bottom ends, crank pin.

Port main feed pump in forward engine room. Port main feed pump in after engine room.

AIRS- The bush of the internal shaft of the H.P. pinion of the starboard forward engine found

The pinion removed for repairs and replaced by spare.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as now seen,

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

Is in an efficient condition and eligible, in my opinion, to remain as classed with fresh record of

L.M.C. M.S. (with date) when the survey has been completed; subject to the starboard aft screw shaft

examined before the end of April 1941.

Committee's Minute

ned.

LMC. MS. Lit. 100.-

Damage or Repair Fee (if any) £

Expenses (if chargeable) £ 30.-

Fees applied for 7/5/40.

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

TUE 28 MAY 1940

now

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