

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

Rpt. 9. **1683**
 Date of writing Report 18/4/40. When handed in at Local Office 18/4/40. Port of GENOA. DISCLOSED
 No. in Reg. Book. 22717 Survey held at GENOA. Date, First Survey & Last Survey 12/4/40. (No. of Visits One)
 on the Machinery of the W.M. J. J. Steel Quad.Sc. "C O N T E D I S A V O I A"
 Gross Tonnage 48502 Vessel built at Trieste By whom Cant. Riuniti dell'Adriatico When 1932 11
 Net Tonnage 25948 Engines made at " By whom " When 1932
 Nominal Horse Power 22506 Boilers, when made (Main) 1932 (Donkey) 1932
 No. of Main Boilers 10 "I T A L I A" Owners' Address "
 No. of Donkey Boilers 3 Managers " Port GENOA. Voyage "
 Steam Pressure in Main Boilers 425 lb. If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour.
 in Donkey Boilers 180 lb. (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 16136 Port GEN.

Particulars of Examination and Repairs (if any) ADV. L.M.C. M.S.

(Periodical surveys, when held, must be reported in detail and verbatim 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.

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

Donkey " " " No

was 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?

Latest date of internal examination of each boiler

Present condition of funnel(s)

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

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?

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?

Date of 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.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

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

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

Is the Survey 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.

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

NOW DONE TO ADVANCE L.M.C. M.S. The following machinery parts examined & found or placed in good condition:-

Imps. Forward Eng. Room- Forward independent bilge pump; Forward clean water ballast pump.

After Engine Room- After bilge pump, port extraction pump, starboard extraction pump, after clean water ballast pump. Port aft turbo feed pump (Carpelli).

A few minor repairs carried out.

No Interim certificate was issued at this time but a note of the parts examined was made in a book kept on board by the Chief Engineer.

at Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now 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.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., P.D., &c.)

is in good condition, and eligible, in my opinion, to remain as classed with fresh record of L.M.C. M.S. (with date) on completion of the survey, subject to some defective blading in the L.P. motor of the after starboard turbine being renewed at the earliest convenient opportunity.

Adv. L.M.C. M.S. Lit. 150.

Image or Repair Fee (if any)

Expenses (if chargeable)

Fee applied for

18/4/40.

Received by me,

19

Engineer Surveyor to Lloyd's Register of S

TUE. 30 APR 1940

TUE. 12 MAY 1942

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