

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

17 MAR 1951)

Date of writing Report 6th March 1951 When handed in at Local Office 7th March 1951 Port of GENOA

No. in Survey held at GENOA Date. First Survey 12th - 1-95 Last Survey 22nd - 2-1951 (No. of Visits 19)

105 on the Machinery of the ~~Wood, Iron or Steel~~ S.M. Sc. S/S "CAMPANIA"

Gross 6962 Vessel built at NEWCASTLE By whom ARMSTRONG WHITWORTH & CO. LD. When 1928 10 mo
 Net 4298 Engines made at GRK. By whom J. G. HINCHITT & CO. LD. When 1928
 Nominal 574 HP Boilers, when made (Main) 1928 (Donkey) ✓
 of Main Boilers 353 Owners J. L. L. PITALUGA VAPORI Owners' Address ✓
 of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)
 Main Pressure— Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock AFLOAT IN THE GENOA HARBOUR Port GENOA Voyage ✓
 Donkey Boilers ✓ (State name of Dock.)

t Report No. Port

Particulars of Examination and Repairs (if any) COMMENCEMENT OF LMC & O.F. conversion

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, 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 stated at the end of the report. State also the dates and initials of any letters respecting this case.

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

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? YES

Donkey

State for what reasons

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

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 PORT-STARBOARD-CENTRE 30-1-1951

Present condition of funnel(s) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? YES

To what pressure were they afterwards adjusted under steam? 180 lbs. (CENTRE & STARBOARD)

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

, 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? YES

, and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? ✓

Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓

Has the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓

Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓

State date of examination of Screw Shaft ✓

State the wear down in the bush ✓

Is electric light and/or power fitted? YES

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

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

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

To complete the LMC survey safety valves of PORT Boiler remain to be adjusted under steam and all its connections, their inside and outside fastenings and gaskets to be examined. In addition for the completion of the oil fuel installation a few bilge lead pipes in the engine room remain to be replaced by steel ones. Owners stated that the survey would be completed at the earliest opportunity.

NOW DONE FOR COMMENCEMENT OF LMC: Examined the Main engine HP, IP, LP cylinders, pistons & rods, valves and steam chest, crossheads with their bearing brasses and slippers shoes, and bearing brasses, crank pin & journals and main bearing brasses, eccentric sheaves, straps, holding down bolts, thrust and intermediate shafts together with their bearings; condenser circulating, feed and bilge pumps attached, independent feed, ballast and bilge service pumps, feed water heater and filters, evaporator, piping arrangements.

SEE, PLEASE, CONTINUATION SHEET

General Observations, Opinion, and Recommendation: —

The Machinery of this Vessel so far as now

is in good and efficient condition, and is eligible in my opinion, to remain as now with the fresh record of + LMC 2.51 when the survey has been completed as above, and fitted for O.F. 2.51 F.P. above 150°F; subject to few bilge lead pipes in the engine room being replaced by steel ones at the earliest opportunity.

CS 3,34,

Fee (per Section 29). COMM. LMC. Lit. 30.200. = Fees applied for
 ELEC. INSTALL. " 15.660. = 14. 8. 1951
 O.F. CONVERSION Fee (if any) Lit. 30.000. =
 Damage or Repair Fee (if any) Lit. 2.717. = Received by me,
 (per Section 29.) EAR FUND " 2.717. = 19
 Printing expenses (if chargeable) Lit. 2.717. =
 REV. TAX " 4.239. =

Committee's Minute

WED. 11 APR 1951

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Engineer Surveyor to Lloyd's Register of Shipping.

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S/S "CAMPANIA"

- windlass and steering engines, F.T. fan and found or now placed in good condition.
- = Overboard discharge valves together with their fastenings examined and found in order.
 - = Main and auxiliary condensers examined under full head of water and found tight and in good condition.
 - = A selected number of main and auxiliary steam pipes (solid copper pipes) removed, annealed and examined under hydraulic test to 150 lb/sq in 360 and found in good condition.
 - = Examined internally and externally the three boilers together with safety valves, mountings and doors and all found generally in good condition. Afterwards examined the CENTRE & STARBOARD boilers under steam and their safety valves adjusted as above.
 - = Examined the electrical generators and their steam engine together with the main switchboard, electric wiring and fittings, measured the insulation resistance of generators and circuits, afterwards the electrical installation examined under working condition and all found in order as Rules.

REPAIRS NOW CARRIED OUT: Main engine crankshaft and intermediate shafting alignment checked and found or now placed in good order. - HP & IP bottom end bearing brasses found white metal cracked now re-metalled. Tunnel shafting no 3 bearing found white metal squeezed and cracked now re-metalled.

The inboard feed pump steam cylinder bored out and new piston & rod now fitted. - The ballast pump valve casing found somewhat corroded now repaired satisfactory by electric welding. The inboard electric generator steam engine cylinder bored out and new piston & rod fitted and new piston & rod fitted to the outboard one.

CONVERSION TO O.F. BURNING: An oil fuel burning installation has now been fitted in accordance with the approved plan and Secretary's letter Ref. Eng. dated 3/2/51 and as Rules Requirements. The oil fuel piping, sounding and air pipes, fittings, control of pumps and valves, fitted on tanks, drip trays, gutterways, observation tank for exhaust steam from oil fuel heaters and heating coils, fire extinguishing appliances comply with the Rules.

The oil fuel pressure pipes, pumps, heaters, fittings and steam heating coils have been tested hydraulically as per Rules satisfaction.

Wood work and part of lead bilge pipes in the machinery and boilers spaces, have been removed and replaced by steel work and steel pipes - few bilge lead pipes in the engine room remain to be replaced and this will be carried out at the earliest opportunity.

The funnel dampers, at the Owners request, have been blocked in place open by electric welding.

On completion the oil fuel installation and fire extinguishing arrangements, now fitted as Rules Requirements, examined in operation and found satisfactory.