

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

DEC 13 1937

(Received at London Office)

Date of writing Report 10th December 1937 When handed in at Local Office 10/12/37. 10 Port of GENOA.

No. in Survey held at GENOA. Date, First Survey 27/11/37. Last Survey 30/11/37. 19 (No. of Vessels Two.)

3679 on the Machinery of the ~~WOODHEAD~~ Steel Twin Sc. "L E M E"Gross 8124 Vessel built at Trieste By whom Stabilimento Tecnico When 1925/10  
Net 5127

Engines made at Legnano By whom Soc. An. Franco Tosi When 1925

Boilers, when made (Main) 1925 (Donkey) 1925

Owners "ITALIA" Soc. An. di Nav. Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Port Trieste Venice. Voyage California.If Surveyed Afloat or in Dry Dock Afloat Genoa Harbour  
(State name of Dock.) & Grazie Dry Dock.

n Donkey Boilers 180 lb.

n Donkey Boilers 100 lb.

ast Report No. Port PARTIMO C.S. &amp; DOCKING.

Particulars of Examination and Repairs (if any) DOCKING.  
Periodical Surveys, when held, must be reported in detail and in the terms of the Rules. State clearly the nature 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 entries 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.

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

as 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

this was not done, state for what reasons? D.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?

What latest date of internal examination 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 Boilers?

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

Is 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

Is shaft now been changed? If so, state reasons

Is 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?

What 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 P 2.5 m/m. S. 3 m/m.

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

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

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

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

could be advanced from time to time in accordance with Circular N°1670.

WORK DONE FOR ADVANCEMENT OF L.M.C. C.S.- Examined the following machinery parts:-

Port Main Engine- N°6 cylinder, cover and valves, piston and rod.

Port Aft Aux. Engine- N°1 cylinder, cover and valves, piston &amp; connecting rod.

The above parts have been found in satisfactory condition.

ON DOCKING- Vessel placed in dry dock, examined propellers, refrigerating machinery sea injection

valve, and outside fastenings and found same in satisfactory condition.

Funnel examined as far as practicable and found in good order.

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, &amp;c.; thus, for example, B.S. 2, 11, D.M.S. 2, 11, &amp; L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &amp;c.)

seen is in good condition, and the vessel is eligible, in my opinion, to remain as classed with

fresh record of \* L.M.C. C.S. (with date) on completion of the survey, subject to one blade of the

port propeller being specially examined at the next dry docking.

Survey Fee (per Section 29) Docking Lit. 150.-

Pt C.S. 100.-

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £ 25.-

Committee's Minute

Assigned Deferred

DUAL CLASS.

WED 29 DEC 1937

Fees applied for 10/12/37. Received by me, 19.

CHARACTER.	Year assigned new certificate.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.I.		* L.M.C. C.S. I-3
Shelter dk with		8-34
freeboard 8-37		DBS. 3-37
ss. Tri. N°2-34		* Lloyd's R.M.C. 8-37
		CL. 3-37

DUAL SURVEY  
L.R. & R.I.

OIL ENGINE.

CONTINUOUS SURVEYS

Present condition of funnel Good.

NO

P 2.5 m/m.

S. 3 m/m.

Is a Certificate required? If so, to be sent to

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

003599-003604-0016 1/2



DEC 13 1937

Rpt. 9a.

-2-

"LEME"

Port of GENOA.

Continuation of Report No. 15109 dated

10/12/37.

on the

As per Special Reasons List, the port propeller has been specially examined and found to remain efficient.

The cracks noted on one blade of this propeller (See Gen. Rpt N°14955) have not progressed: a small piece broken off at tip was only found. In my opinion this blade is efficient but it was recommended that same be again especially examined at the next dry docking.

N.B. At this time only minor maintenance work has been carried out to the engines, but no other machinery parts have been opened out for survey. The Owners' Representative stated that the vessel on return from the present voyage in about three months' time would proceed to Trieste, at which port the new main engines, which are at the present time being constructed at Messrs. FIAT S.G.M., Turin, would be fitted on board.

No Certificate was issued in this case but a note of the machinery parts now examined was made in a book kept aboard by the Chief Engineer.

J.B.