

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

(Received at London Office)

Date of writing Report 29th Nov 1948 When handed in at Local Office 29th Nov 1948 Port of NAPLES

Survey held at NAPLES Date First Survey 14/8 Last Survey 20/11 1948
(No. of Visits 24)

on the Machinery of the ~~Wood, Iron or Steel~~ Twin Screw M/V "LEME," (ex LOWLANDER) Year. Month. 1925 10

Gross 8059 Vessel built at Trieste By whom Stab. Tecnico Triestino When 1925 10

Net 4977 Engines made at Turin By whom FIAT When 1938

Boilers, when made (Main) (Donkey) 1925

Owners "ITALIA," Soc. di Navig. Owners' Address Genoa
(if not already recorded in Appendix to Register Book.)

Managers "ITALIA," Port Genoa Voyage Valparaiso

If Surveyed Afloat or in Dry Dock afloat and dry dock
(State name of Dock.) Bacini e scali Napoletani

Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking, LMC, DBS, TS.

Special 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 summarised at the end of the report. State also the dates and initials of any letters respecting this case. H. 18/9/48

Special 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.

Special 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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 8 September 1948 Present condition of funnel good

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 180 lbs

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

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? yes

Has the screw shaft now been drawn and examined? yes ^{Have they} ~~Has it~~ a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has the shaft now been changed? no 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 Shafts 8-9-48 State the wear down in the bush 5/16 2.5 P. 1.5%

Is an 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. survey complete

W/DONE Vessel placed in dry dock, propellers, tubes, sea connections and their outside fastenings examined and found or made good -

Port and S/B shafts drawn in, examined and found in order -

The following parts examined and found or made good -

MAIN ENGINES: All pistons, cylinders, liners, cylinder covers, piston rods

top and bottom ends and guides, main crankshafts, journals and bearings - The attached cooling pumps and lub. oil pumps -

The scavenger pumps (including journals) - The thrusts - The intermediate shafts and bearings - The starting and reversing gear -

The injection pumps and atomisers - The air vessels and their piping - The ballast, bilge and general service pumps

The motor air compressor and the steam air compressor and coolers - The auxiliary cooling and lub. oil pumps -

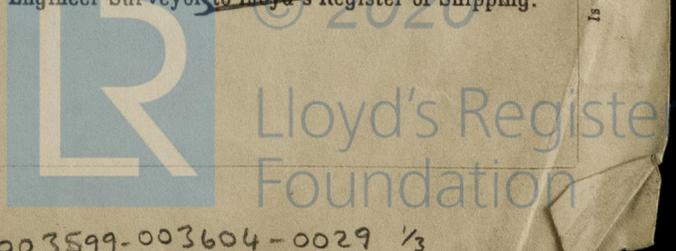
General Observations, Opinion, and Recommendation: -

(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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

This vessel's machinery is eligible in our opinion to have the record of LMC 11-48 DBS 11-48 and TS CL seen 9-48, subject to the crankshaft of the at aux. engine and HP cylinder and air cooler jackets of the aux. air compressor being renewed at the first opportunity - Vertical DB not to be used -

Installation Fee (per Section 29) LMC £100000 Fees applied for 24/11 1948

Repair Fee (if any) £34000 Received by me, Busalola T.M. Suter
Office expenses (if chargeable) £700
S/B shafts £6000
S/B fee £6000
Committee's Minute / FRI. 14 JAN 1949
Signed Sg 48 + LMC 1148 subject DBS 1148



Insert Character of Ship and Machinery precisely as in the Register Book.

Boiler feed pumps and injector, the air pumps, the fuel oil pumps, the emergency air compressor - The condenser (tested the valves, cocks, pipes and strainers of the pumping arrangements, the windlats and steering gear -

Steam pipes examined and tested to twice the work pressure and found satisfactory -

The starting air receivers and piping have been tested to 130 lbs per square cent.

The 4 Auxiliary engines: All pistons, cylinders, liners, crankshafts, top and bottom ends and guides, main crankshaft journals and bearings and the compressors -

Electrical installation: The electrical installation examined and tested under working conditions, all fittings, cables etc, examined and the general cables, fittings etc tested and insulation resistance found or made not less than 100,000 ohms.

New accommodation has been fitted for passenger lighting cables and fittings and the fitting of an electric baking oven are in accordance with rule requirements - Insulation resistance has been tested on completion and found in order -

A new emergency Diesel dynamo has been fitted on the upper deck and supplies current through a new emergency switchboard - This dynamo has been examined and tested, and is driven by a motor of 45 HP. The installation which has a total output of 30 at 120 Volts was made by Dayton General Motor -

A new emergency pump with a new independent sea injection valve has been fitted between the tunnel and at the end of the tunnel -

DONKEY BOILER: The donkey boiler examined throughout with mountings and found in good condition. Boiler examined under steam and safety valves adjusted. Oil fuel installation examined under working conditions and fire smothering arrangements examined and found in order -

Shusaldy F.R.S.

Repairs effected wear and tear

Main Motors - Three liners and 2 pistons renewed - All the top end bearings reinstalled - All the piston rings renewed - The driving and pumping gear wheels of the main oil pumps renewed - All cylinders, pistons and valves of the injection pumps renewed -

Auxiliary engine Tosi (Forward port) Two new pistons fitted Main gear shaft renewed - Loose rivets in the seating of the engine renewed and plates and bars welded in order to further strengthen the seating -

Auxiliary engine Fiat (Port, upper inboard) - One new liner and a new piston fitted - The crankshaft of this engine was found to be twisted at the after end through 14°, no spare shaft was available and the shaft has been removed and annealed - A new shaft has been ordered and will be fitted as soon as available - Meanwhile this generator will only be used in case of emergency -

Auxiliary engine Allen (Port after) All the crankshaft bearings reinstalled -

The crankshaft of the motor air compressor unachined and the bearings reinstalled -

The emergency air compressor H.P. cylinder jacket and air cooler jacket were found corroded but no spare parts were available at this time -

Temporary repairs have been effected by welding the H.P. cylinder jacket and fitting a cement box in way of the leaking air cooler casing -

The temporary repairs are considered efficient until new parts, which have been ordered, can be fitted -

Two sea inlet valves renewed (refrigerator pumps and general service pumps) -

All the pumps in the engine room have been overhauled and bearings, pistons, piston rings, valves and their seats renewed as required -

The condenser has been cleaned, repacked and two new water ends fitted -

Shusaldy F.R.S.

The electric plant has been overhauled, the motor of the ballast pump has been rewound, several cables, switches and junction boxes in the engine room renewed - On the completion of the repairs the insulation was tested and found to be more than 10000 ohms - The circuit breakers and main switches have been tested to maximum and minimum load - The electric plant (light and power) fitted in the new accommodation and kitchen of the ship has been tested and found satisfactory -

The windlass, capstan, and winches have been overhauled and their steam pipes have been annealed and tested at double the working pressure -

On the completion of repairs main and auxiliary machinery were examined under working conditions during sea trials and were satisfactory -

SRL Repairs to the windlass have been examined and found in order, it is considered that the repairs are the equivalent of a permanent repair and that the item may now be removed from the SRL -

Sanitary injection valve renewed -

Machinery spare gear completed -

It is recommended that these two items be removed from the SRL -

The vertical DB still remains in the ship but has not been repaired and is not to be used -

Obsolescence F. N. Suttle



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