

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

(Received at London Office)

MAY - 2 1940

DECLASSIFIED

RAY No.

Date of writing Report 26/4/40. When handed in at Local Office 26/4/40. Port of GENOA.
 No. in Reg. Book 23402 Survey held at GENOA. Date, First Survey 25/4/40. Last Survey 25/4/40. (No. of Visits 19)

on the Machinery of the Woolf Iron & Steel Co. "DONIZETTI" Year. Month. 1928/12
 Tonnage { Gross 2428 Vessel built at Monfalcone By whom Cant. Nav. Triestino When 1928/12
 Net 1420 Engines made at Trieste By whom Stabilimento Tecnico When 1928
 { 357 Boilers, when made (Main) (Donkey) 1928
 Main Boilers 1 Owners "Tirrenia" Soc. Anon. di Nav. Owners' Address (If not already recorded in Appendix to Register Book.)
 Donkey Boilers 1 Managers (Port Fiume) Voyage (State name of Dock.)
 Main Boilers 100 lb. If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, &c. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned have expired	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.I. 1-40 SS. Fiu. N° 2-36		* LMC. CS. 3-37 1-39 DBS. 11-39 CL. 2-37

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

st Report No. 12796 Port Tri.
 Particulars of Examination and Repairs (if any) ADV. LMC. C.S.

Medical Surveys, when held, must be reported in detail and verbatim 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Was a damage report made by anyone else? If so, by whom? No

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

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

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

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? -

Has the 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? -

Has the shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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? -

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

Is electric light and/or power fitted? -

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

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. C.S.

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

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

In Engine- N°1 piston together with cylinder, cover and valves, piston rod, crosshead with its top

end bearing brasses, guides and connecting rod.

All found in good condition.

N.B. No Interim Certificate was issued in this case but a note of the machinery parts

examined was made in a book kept aboard by the Chief Engineer.

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, &c.; thus, for example, H.S. 9.11, D.S.M.S. 9.11, & L.M.C. 9.11, or

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) when the survey has been completed.

Survey Fee (per Section 29) Pt LMC. CS. Lit. 100.-

Special Damage or Repair Fee (if any) -

Travelling expenses (if chargeable) £ 35.-

Committee's Minute TUE. 14 MAY 1940

Assigned 4 As now

Fees applied for 27/4/40.
 Received by me, [Signature]
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Engineer-Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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