

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

(Received at London Office)

MAR 28 1940

Date of writing Report 21/3/40. When handed in at Local Office 21/3/40. Port of GENOA.

Survey held at GENOA. Date, First Survey & Last Survey 14/3/40. 1940  
(No. of Visits One)

402 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "DONIZETTI"  
Gross 2428 Vessel built at Monfalcone By whom Cant. Nav. Triestino Year. Month. 1928 12  
Net 1420 Engines made at Trieste By whom Stabilimento Tecnico When 1928  
Horse Power 357 Boilers, when made (Main) - (Donkey) 1928  
Owners "Tirrenia" Soc. Anon. di Nav. Owners' Address -  
Managers - Port Fiume Voyage ✓  
If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Donkey Boilers 100 lb.

Previous Report No. - Port -  
Particulars of Examination and Repairs (if any) ADV. LMC. C.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 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 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.

Has a damage report been 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 go inside each Donkey Boiler? No

If 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 is the 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? -

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 -

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? -

What is the date of examination of Screw Shaft? - State the distance between lignum vite 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 power fitted? Yes

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? -

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 L.M.C. C.S. could be advanced from time to time in accordance with Circular N°1670.

WORK DONE FOR ADVANCEMENT OF L.M.C. C.S. The following machinery parts were examined and found in good condition:-

Main Engine- Cylinder N°6 with relative liner, piston, rod, cylinder head and valves, crosshead and top end bearings.

N.B. No Interim Certificate was issued in this case but a note of the parts now 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, B.S. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

seen, is in good condition, and eligible, in my opinion, to remain as classed and to have fresh record of L.M.C. C.S. (with date) when the survey has been completed.

Survey Fee (per Section 20) LMC. C.S. Lit. 100.- Fees applied for 21/3/40.

Special Damage or Repair Fee (if any) £ - Received by me, Jac Ballarín

Travelling expenses (if chargeable) £ 25.- 1940

Committee's Minute THE 3 APR 1940 JUL 14 MAY 1940

Assigned 4 As ngr

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

**DUAL SURVEY  
L.R.&R.L**

MAINE ENGINE  
COMPLETED

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

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

Jac Ballarín  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

C.S. advanced.

It is submitted that this vessel is eligible to remain as CLASSED.

L.F.  
30/3/40.

Screw shaft survey due 2.40 to be held next month. - Approved.



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