

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

(Received at London Office

14 JUL 1954

Date of writing Report 10 July 1954. When handed in at Local Office 19 Port of Copenhagen.

No in Reg. Book. 56404. Survey held at Copenhagen. Date. First Survey 3 July. Last Survey 9 July 1954 (No. of Visits 2)

06319 on the Machinery of the Wood, Iron or Steel S.S. "Teresa Capano" (ex. "Clara" of Copenhagen).

Tonnage { Gross 1484 Vessel built at Kiel. By whom Hawalderswerke When 1925
Net 793 Engines made at --- By whom --- When 1925

MN As Per Rule 159 Boilers, when made (Main) 1925 (Donkey) ---

No. of Main Boilers 2 Owners Raffaele Capano Owners' Address ---
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 3078 Managers --- Port Torre del Greco Voyage Italy

Steam Pressure— If Surveyed Afloat or in Dry Dock in shipway & afloat Particulars of Classification (which must be inserted
in Main Boilers 185 lbs. (State name of Dock.) 1/2 Nordkystens Verft Peter Afd. precisely as in Register Book & Supplements).

in Donkey Boilers --- Port ---

Particulars of Examination and Repairs (if any) Damage (SS) - Cond of SS.

Periodical 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 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.

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. yes, but not required.

Was 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.

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

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

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? please see Gen. Rpt No. 14359 Present condition of funnel(s) ---

Did the Surveyor examine the Safety Valves of the Main Boilers? --- To what pressure were they afterwards adjusted under steam? all to 185 lbs/10.

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? --- 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? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? ---

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 Shaft 3-7-54 State the wear down in the stern bush 1.6%

Is electric light and/or power fitted? --- If so, 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? ---

When parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Damage:
Damage stated due to the propeller striking the quay at Copenhagen on the 22 July, 1952.

Now done: The vessel placed on slipway, the propeller shaft drawn in, examined and found good. The propeller found and dressed at tips. The propeller, stern tube, stern bushes and the lignum vitae examined and found good.

Completion of SS:
Now done: The sea connections opened up, overhauled, examined and found good with their outside fastenings. The safety valves adjusted under steam to 185 lbs/10.
Intention Certificate issued - Copy enclosed.

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, etc.)

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of LMC 7.53 (Please see Gen. Rpt. No 14359) and of tail shaft seen 7.54.

Fee (per Section 23) £.50.- Fees applied for 2.7.19.54

Additional Damage Fee (if any) £.80.- Received by me, ---

Printing expenses (if chargeable) £.11.- ---

Committee's Minute ---

Signed --- LMC 7.53

RB note --- 57.54

TUESDAY - 7 SEP 1954

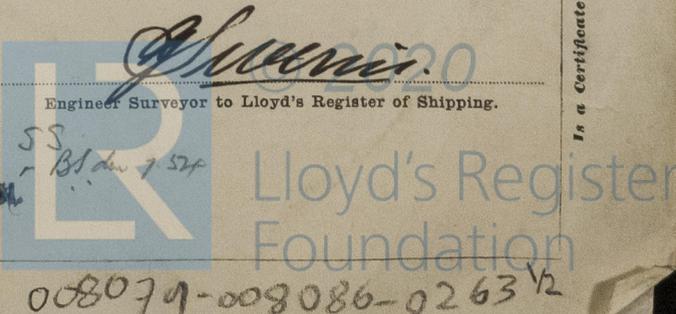
Went on SS --- 131 on 7.54

CERTIFICATE WRITTEN

008079-008086-0263 1/2

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

In a Certificate required? If so, to be sent to The Registrar



"TERESA CAPANO"

ventilators, hatchway and all closing appliances, watertight doors, steering gear and its connections, auxiliary steering gear, windlass and general equipment examined and found in an efficient condition

The steering gear and the windlass have been tried over under steam

A few frame spaces of the double bottom tanks forward and aft of the machinery spaces and also in way of the machinery spaces have been examined and found in an efficient condition.

A provisional tonnage certificate has been issued by the local surveyor to the Registro Italiano.

An interim certificate has been issued to enable the ship to proceed to an Italian port, loaded, subject to the special survey being carried out upon the vessel's arrival. Not later than the 31st July 1954.

A few minor wear and tear repairs have been effected at this time.

PER SPECIAL REASONS LIST.

W.T.B.

The set in keelstrake plate etc. (S.S.F.) has now been permanently repaired. (See this Repr. Damage (2)) and it is submitted that this item be now deleted from the Special Reasons List.

