

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

(Received at London Office.....)

Date of writing Report... Feb. 15th 1955 When handed in at Local Office... Feb. 15th 1955. Port of... Newport News, Va. No. in Reg. Book. Survey held at... Norfolk, Va. Date. First Survey... 8th Feb. Last Survey... 11th Feb. 1955. (No. of Visits... 2.) 90457 on the Machinery of the ~~Woodhull~~ Steel "ENRICHETTO"

Tonnage { Gross... 7777 Vessel built at... Gloucester City, N.J. By whom... Pusey & Jones Corp. When... 1920 3 Net... 4954 Engines made at... Phil. By whom... W. Cramps S. & E. B. Co. When... 1920 3 Nominal Horse Power } 643 Boilers, when made (Main)... 1920 3 (Donkey)... Owners... Angelo Ravano di Enrico. Owners' Address... Managers... Port... Genoa. Voyage... If Surveyed Afloat or in Dry Dock... Dry Dock (State name of Dock.) Norfolk S. & D. D. Corp. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey Date of last Survey and of Periodical Surveys.		
*100-A-1 4-54		*IMC. 10-51
"Shelter Deck with freeboard"		B.S. 5-53 4-54
Reclassified 10-51		T.S. (CI) n. 4-53
ss. Ham. 10-51 (Dr)		
Carrying Oil F.P. above 150° F.		

Last Report No. Port. Particulars of Examination and Repairs (if any) Docking. (Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case

In 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.

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

If not, state for what reasons. Not submitted 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?

State latest date of internal examination of each boiler. Present condition of funnel(s) 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? 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 Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? 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. State the wear down in the stern bush. 1/8" Is electric light and/or power fitted? Yes 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? No

Engine 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.

NOW DONE:- Vessel placed on dry dock, propeller, after end of stern bush, shell fastenings of sea connections examined and found or now placed in good order. Minor repairs effected.

General Observations, Opinion, and Recommendation:-

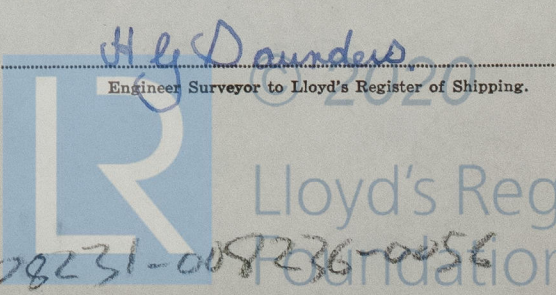
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 3,34

The machinery of this vessel so far as now seen, is in good condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) For fees see LR/RI slip. Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29) \$: Received by me, 19

Travelling expenses (if chargeable) \$: Committee's Minute NEW YORK FEB 23 1955 Assigned As not



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

Handwritten:
Lloyd's
1871

Handwritten:
1871

YET THE TO PROVE DEPT. SHOULD BECAUSE AS A RESULT OF COLLECTING

!REINFORCEMENT HAS NOTING PROBABLY BEEN

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BATTLEFIELD STRUCK THE

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