Ham. 17044

No. 10081

Rpt. 9.

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

(Received at London Office 14 NOV 1927)

Date of writing Report 19/10/27 19 When handed in at Local Office 19/10/27 19 Port of GENOA

Date, First Survey 21/6/27 Last Survey 18/10/27 19 (No. of Visits 12)

No. in Reg. Book 31006 Survey held at GENOA

on the Machinery of the ~~[illegible]~~ Steel T.Sc. "O R A Z I O"

Tonnage { Gross 11920 / Net

Nominal Horse Power

No. of Main Boilers Oil Eng.

No. of Donkey Boilers

Steam Pressure— in Main Boilers

in Donkey Boilers

Vessel built at Baia By whom Cant.ed Off.Meridionali When 1927

Engines made at Trieste By whom Stab. Tec.Triestino When 1927

Boilers, when made (Main) Oil Engines. (Donkey) -

Owners' Address (if not already recorded in Appendix to Register Book).

Owners Nav. Gen. Italiana Port Genoa Voyage

Managers

~~N~~ Surveyed Afloat or in Dry Dock Genoa Harbour (State name of Dock.)

Last Report No. Port

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
100 A.I. with freeboard (Class contemplated)		

DUAL SURVEY L.R. & R.I.

Particulars of Examination and Repairs (if any) 1st ENTRY LMC.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 summarised 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 -

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

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

Do. " Donkey " " " -

is was not done, state for what reasons? -

what parts of the Boilers could not be thus thoroughly examined? -

what special means, in the absence of internal examination, were adopted by the urveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

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

the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - , and of the Donkey Boiler? -

the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -

the Surveyor examine all the mountings of the Main Boilers? - , and of the Donkey Boiler? -

screw shaft now been drawn and examined? - 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? -

shaft now been changed? - If so, state reasons -

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? -

the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? -

Survey is not complete, state what arrangements have been made for its completion and what remains to be done? -

SEE HAMBURG REPORT No.17044.

NOW DONE:- Two Vertical Boilers Nos.442 and 444 have now been satisfactorily fitted in place board. They have been examined under steam and their safety valves adjusted to 100 lb. per sq." An accumulation test has been held and all found satisfactory. Sizes of compression shers are as follows:-

Port Boiler	Starboard Boiler
F.15 m/m A.15 m/m	F.19 m/m. A.23 m/m.

The steam, feed and oil fuel pipes have all been tested to Rule requirements. On completion all installations examined under test and working conditions and all found satisfactory.

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, B.S. 9,11, B.&M.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

The above is for the information of the Committee and should be attached to Hamburg Report No.17044.

Survey Fee (per Section 28) £ ' "

Special Damage or Repair Fee (if any) (per Section 28.) £ ' "

Travelling Expenses (if chargeable) £ ' "

Fees applied for 19

Received by me, 19

J. W. Leicester

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 23 APR 1929

Committee's Minute FRI. 18 NOV 1927

Assigned See Rept. attached

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

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

10m.9,26.—Transfer Ink.

Surveyors are requested not to write on or below the space for Committee's Minute.)

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