

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

(Received at London Office

13 JUN 1955

Date of writing Report 8th June 1955 When handed in at Local Office 8th June 1955 Port of GENOA

No. in Book. Survey held at Genoa Date. First Survey 18th May 1955 Last Survey 19th May 1955 (No. of Visits two)

488 on the Machinery of the ~~XXXXXXXXXX~~ Steel S/S "GIUAN"

Age { Gross 6959 Vessel built at Vancouver B.C. By whom Burnard D.D. Co. Ltd Year. Month. 1943 4 mo
 Net 4214 Engines made at Montreal By whom Foumion Engineering W. When 1943
 As Per Rule 505 Boilers, when made (Main) 1943 (Donkey)
 of Main Boilers 3 Owners "I. N. S. A." Soc. di Nav. Owners' Address
 " " 7140 Managers Port Genoa Voyage
 of Donkey Boilers

am Pressure— If Surveyed Afloat or in Dry Dock in D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Main Boilers 220 lb (State name of Dock.) Eute bacini # 1-
 Donkey Boilers

st Report No. Port

Particulars of Examination and Repairs (if any) Dry & TS
 Medical 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.

HULL	MACHINERY
<u>+100 A 1</u>	<u>+LMC 1.52</u>
<u>with feedboard</u>	<u>BS 1.55</u>
<u>7.54 Gen -</u>	<u>TS CL 6.53</u>
<u>SS Hdr 1.52</u>	
<u>Fitted for oil fuel</u>	<u>1.53 F. Babcock</u>
	<u>150°F</u>

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 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 personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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) 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? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

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 19th May 55 State the wear down in the stern bush 2 mm

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? not tested

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. TS complete

WORK DONE: Vessel placed in Dry Dock, propeller, stern tube, and the outside fastenings of the sea connections examined and found in good order -
 The screw shaft was drawn in examined, magnaflux tested and found in order and replaced -

General Observations, Opinion, and Recommendation:—

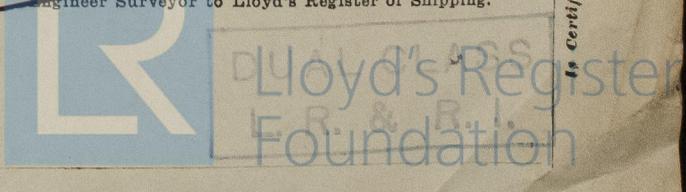
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

This vessel's machinery is eligible, in my opinion, to be continued as now classed with fresh record of TS CL 5.55—

DOCKING (M): Lit 4.000 = Lit 3.400 =
 Survey Fee (per Section 23) 4.000
 T. S. Lit 3.000
 Total Damage or Repair Fee (if any) 7.650
 (per Section 23.)
 C.M.R. FUND 110
 Travelling expenses (if chargeable) 41.640
 HOLIDAY FEE 17.000
 Committee's Minute. REV. TAX 17.594

Fees applied for, 8/9/1955
 Received by me, 19/5/55
 Signature: Busalob
 Engineer Surveyor to Lloyd's Register of Shipping.

Signed AS now S. S.S. TUESDAY 5 JUL 1955



Docking. Screwshaft examined

It is submitted that this vessel is eligible for THE RECORD S.S.55

HM
29/6/55



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