

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

(Received at London Office)

DEC 16 1939

Date of writing Report 16th Dec. 1939

When handed in at Local Office

Port of NAPLES

No. in Reg. Book. 32822 Survey held at Bagnoli (Naples)

Date, First Survey 11th Dec. Last Survey 13th Dec. 1939

(No. of Visits two)

on the Machinery of the ~~Wood, Iron or Steel~~ SS. "SAGITTA"

Tonnage: Gross 5153
Net 3101

Vessel built at Glasgow

By whom D. & W. Henderson & Co. Ltd.

Year. Month. 1919 3mo

Nominal Horse Power 517

Engines made at do

By whom do

When do

No. of Main Boilers 3.SB

Boilers, when made (Main) 1919

(Donkey) =

When do

No. of Donkey Boilers =

Managers Lauro & Montella

Owners' Address =

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

Port Torre del Greco Voyage Barry

Steam Pressure in Main Boilers 180 lbs

If Surveyed Afloat or in Dry Dock afloat
(State name of Dock.)

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 allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC
8.38		MS 8.36
ssCff.No.3=7.32		BS 8.38
ssBry.No.1=37		TS.cl.8.38

Last Report No. 23754 Port Barry

Particulars of Examination and Repairs (if any) Boiler Survey

(Periodical Surveys, when held, must be reported in detail and scriptum 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. H. 23rd. Nov. 1939)

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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes. 11-12-39

" " Donkey " " "

If this was not done, state for what reasons?

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

Also 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 All boilers now examined on the 11-12-39 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers?

Has 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 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?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Electric light only.

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?

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

Now done - All main boilers examined throughout, their safety valves, mountings, manholes, doors + fastenings + found in order. No boiler tubes were now found plugged - Adjusted the safety valves of all main boilers at 180 lbs. under steam. The boilers of this vessel are all coal fired.

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, E.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is, in my opinion, worthy to remain as classed with fresh record of B.S. 12.38 being now assigned. Interim Certificate now issued; copy herewith.

Survey Fee (per Section 29) £t. 3/0

Fees applied for 14 12 1939

Special Damage or Repair Fee (if any) (per Section 29.) £

Received by me 10-12-1939

Travelling expenses (if chargeable) £t. 1/5

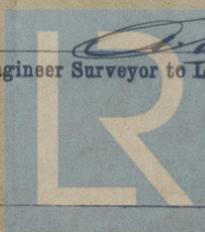
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute THE 16 JAN 1940

FRI. 5 JUN 1942

Assigned 16

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