

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

(Received at London Office

20 JUL 1948)

Date of writing Report 8-7-48. When handed in at Local Office 8-7-48. Port of Genoa.

No. in Survey held at Genoa. Date. First Survey 19-6-48 Last Survey 21-6-48.

Reg. Book. 22178 on the Machinery of the Wood, Iron or Steel S.S. "CULEBRA" now "RENATA" (No. of Visits 4)

Tonnage { Gross 5261. Vessel built at Stockton By whom Richardson Duck & Co. Ltd. Year. Month. 1919 5
 Net 3210
 Nominal 455 Engines made at Stockton By whom Belain & Co. Ltd. When 1919
 Horse Power 1800 Boilers, when made (Main) 1919 (Donkey) 1919
 No. of Main Boilers 2 Owners E. SZABADOS NAVIGAZIONE Owners' Address
 No. of Donkey Boilers 1 Managers (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb Port VENICE Voyage
 in Donkey Boilers 100 lb If Surveyed Afloat or in Dry Dock Drydock (State name of Dock.) Grazie D/d, Genoa

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking and Glandshaft.

(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 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.

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

" " Donkey " " " No

If not, state for what reasons Please see below

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)

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?

Has 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

State the wear down in the

stern bush 2 1/2 in

Is electric light 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? No

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

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 in drydock, propeller, tailshaft, stern bush, sea connections and outside fastenings examined and found or placed in good condition.

SRL:- Nothing done at this time.

Please Note:- This vessel has now changed to Italian Ownership and the new Owners, E. SZABADOS NAVIGAZIONE of SAN LUCA CAMPIELLO CHIESA 4034 VENICE.

Have intimated their intention to let Classification with this Society lapse and to class the vessel with the Registro Italiano Navale only. Copy of their official letter forwarded with our reply to London letter dated 23-6-48.

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 or LMC 9.11 or LMC 140 lb., FD, &c.)

For the Information of the Committee.

Survey Fee (per Section 29) and Glandshaft 8,000. = Fees applied for 17.8.1948

CAR EXPS. FUND Special Damage or Repair Fee (if any) 320 = Received by me, 19

(per Section 29) SINDRY FEE 8,000. =

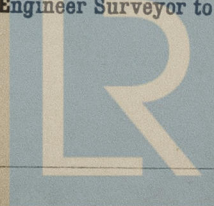
Travelling expenses (if chargeable) 480. =

REVENUE TAX 672. =

Committee's Minute

Assigned

E. Wilson.
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

008409-008416-0061