

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

(Received at London Office)

THU. 4 - JUL 1918

Date of writing Report June 25th 1918 When handed in at Local Office June 25th 1918 Port of Genoa

No. in Reg. Book. 7442 Survey held at Genoa Date, First Survey May 23rd Last Survey June 15th 1918

7442 on the Machinery of the Wood, Iron or Steel S. S. Sicania Master S. Morra

Tonnage Gross 4381 Net 2750 Vessel built at Leghorn By whom Scatelli Islands When 1903-5

Registered Horse Power 302 Engines made at Leghorn By whom Scatelli Islands When 1903-5

No. of Main Boilers 2 Boilers, when made (Main) 1903-5 (Donkey) 1903-5

No. of Donkey Boilers 1 Owners Compagnia Saviola Italiana di Navigazione Port Naples Voyage -

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Di Grazie & Co

in Donkey Boilers 100

Last Report No. 7156 Port Nap Gen Part Boiler hurry, and screw shaft

Particulars of Examination and Repairs (if any)

CHARACTER of Special Survey, Date of last Survey and of Periodical Survey.	Particulars of Classification (which need be inserted precisely as in Register Book & Supplements).	Machinery and Boiler Surveys (including date of M.B., if any).
+100 A1 Shelter B/L with freshwood 10-16		L.M.C. BS 4-16 MS 4-16
S.S. Nap 203-11-15		TS. 4-16

Periodical surveys, when held, must be reported in detail and accuracy 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? -

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

Do. " " Donkey " " " Yes

If this was not done, state for what reasons? -

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

So 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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? " and of the Donkey Boiler? "

Did the Surveyor examine all the mountings of the Main Boilers? " and of the Donkey Boiler? "

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? No or is it without liners? No

Has shaft now been changed? Yes If so, state reasons The continuous liner of the same shaft when seen was found to be cracked all round at 12" from the after end & condemned

Has the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? No or is it without liners? No

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? To " S. shaft seen 4-16

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? The main and donkey boiler

safety valves still to be adjusted under steam. Letter to owner.

The sea cocks & valves & outside fastenings seen. The tail shaft drawn in, was found cracked, and the spare shaft substituted in its place. This appears to be new, but no Lloyd's mark found on it (Mark 98 Reg Reg. Italian)

The main and donkey boilers examined together with their safety valves & mountings & put into good order. On account of wear & tear about 10 screws & nuts removed in each main boiler & a few stay nuts also removed. All shafting lined up & where metal worn in crankshaft, 3 cast iron bearings new. The intermediate and low pressure bottom end, lower half bearing new, new white metal in thrust collar & same adjusted, white metal in two barrel bearings new. A new Murgison tank filling valve fitted. New smoke ribs in donkey boiler, and sundry other minor repairs done to engines.

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, R.S. 9.11, R.M.S. 9.11, or L.M.C. 9.11, (40 lb., F.D., &c.)

This vessel's machinery is in good condition, eligible in my opinion to remain as classed, and to have the notation of new tail shaft 6-18 made. The notation of BS 6-18 to be made when all safety valves have been adjusted.

Survey Fee (per Section 28) 250.00 Fees applied for June 25 1918

Special Damage or Repair Fee (if any) 0

Travelling Expenses (if chargeable) 10.00 Received by me, 20/9/18

Committee's Minute EPI 12. JUL. 1918 TUE. 10. SEP. 1918

Assigned Deferred for BS but record 100 A1 Shelter B/L with on Gen 7126.

Francis Pitson
Engineer Surveyor to Lloyd's Register of Shipping.

Withdrawn class + insert

Lloyd's Register Foundation

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

7 12.9.18

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

0200 5851 371585-0020

B.S. due 7.17 now partly held

New crew shaft fitted

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side

essel WILL BE eligible for
the record. BS 6.18. when all
the S.F. have been adjusted.

NS 6.18.

JWD
4/7/18

General Committee
Thursday 12th September, 1918.

Classing Committee's
decision confirmed
as

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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