No. 28715 6.

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

(Received at London Office DEC 22 1939)

Report 9-12- 1939 When handed in at Local Office ..... 19 .... Port of Rotterdam.

rvey held at Rotterdam. Date, First Survey 5-12-'39 Last Survey 6 1939 (No. of Visits 3)

the Machinery of the ~~Wood, Iron or~~ Steel S/S "SAN-GIUSEPPE"

50 74
2998.
490
ers 3.
ilers —
s 1888.
lers ✓

Vessel built at Belfast. By whom Harland & Wolff, Ld. When (Year. Month.) 1917-10
Engines made at do. By whom do. When do.
Boilers, when made (Main) 1917 (Donkey) —
Owners S.A. per L'Industria dell'Comm. Owners' Address
Managers Har. & Nova Genuensis (if not already recorded in Appendix to Register Book.) Port Genoa. Voyage ✓
~~If~~ Surveyed ~~Afloat or~~ in Dry Dock P.H. dock.
(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 assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1.		+ LMC 11,39
Rot. 3,38.		B.S. 7,39
ss Gen. 103-12,30.		Ch. 6,39.
ss Gen. Not 35.		
Cargo battens		
not fitted		

rt No. ..... Port .....

rs of Examination and Repairs (if any) Compl. M.S + T.S.

ys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the , if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on age (the cause of which must be stated) should be separated from Repairs due to other causes; and tailed in the body of the report, should be briefly summarised at the end of the report. State also the als of any letters respecting this case.

s where the Surveyor has not made a special damage report he is required to state whether he services for this purpose, and why they were declined ✓

report made by anyone else? If so, by whom? ✓

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

" Donkey " " " ✓

DUAL CLASS.

, state for what reasons? ✓

he Boilers could not be thus thoroughly examined? ✓

eans, in the absence of internal examination, were adopted by the e himself of the thorough efficiency of those parts of each Boiler? ✓

internal examination of each boiler ✓ Present condition of funnel(s) Good

amine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

xamine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

amine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

amine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

amine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

w been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

n changed? no If so, state reasons ✓

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? ✓

ation of Screw Shaft 6-12-'39 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Rewoodid

, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

eyor examine the generators, motors, switchgear, cables and fuses? Yes

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

t complete, state what arrangements have been made for its completion and what remains to be done Complete.

pontoon. Propeller, sternbush and outer fastenings exam^d and found good. H drawn, exam^d and found good. Lignum vitae renewed, worn down 7 m/m equipment exam^d and meggertested. Required repairs now carried out

Observations, Opinion, and Recommendation:— The machinery being now in order

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

,34.

I opinion that this vessel is eligible to remain as classed with full record M.C. (M.S) with date as previously recommended and notation of T.S. seen 12-39.

ction 29) ..... £ 9.25.00 | Fees applied for 13.12. 1939

Repair Fee (if any) ..... £ : | Received by me, ... 19 ....

tion 29.)

s (if chargeable) ..... £ : 2.50

J. J. Schoo
Engineer Surveyor to Lloyd's Register of Shipping.

's Minute

+ LMC: MS 4,39

CERTIFICATE WRITTEN

JAN 1940

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

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

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