

9294

No. 9294

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

(Received at London Office)

10 FEB 1926

ing Report 31. 1. 1926 When handed in at Local Office 31. 1. 1926 Port of Genoa

Survey held at Genoa Date, First Survey 4. 11. 25 Last Survey 25. 1. 1926
(No. of Visits 22)

on the Machinery of the Wood, Iron or Steel Sc. Sr. Splendor

Vessel built at Genoa By whom n. odoro & Co. When 1913 8 m

Engines made at Stri. Puto By whom n. odoro & Co. When 1913

Boilers, when made (Main) 1913 (Donkey) 1913

Owners La Columbia Soc. Navit. per Owners' Address
(if not already recorded in Appendix to Register Book).

Managers Trasporto. di Petroli Merid. Port Genoa Voyage New York

If Surveyed Afloat or in Dry Dock Both. Grazia Dry Dk. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Boilers 120

Port No. Port

lars of Examination and Repairs (if any) + Lmc.

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

cases 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?

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).
+ 100. A. 1.		+ 2mc
S. 25		U.S. 2. 21.
S. 25 Gen 1. 2. 21		B. S. 4. 21
		T.S. 23 CL
Carrying petroleum in bulk		
Fitted for oil fuel	4. 15	4. 15
above 150° F.		

" Donkey "

No. Boiler under Steam

ne, state for what reasons? Main boilers are new.

the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the

examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? P.S. 22 1/2 lb

examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? not adjusted

examine all the manholes, doors and their fastenings of the Main Boilers?

yes.

, and of the Donkey Boiler?

no

examine the drain plugs of the Main Boilers?

none fitted

, and of the Donkey Boiler?

yes

examine all the mountings of the Main Boilers?

yes.

, and of the Donkey Boiler?

yes

now 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?

when changed? yes. If so, state reasons liner worn and flange coupling cracked thru' bolt holes.

fitted new? no, fitted before Is it a continuous liner? yes.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Bush renewed. Working fit

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

boiler requires to be examined in its entirety, the Safety valves of center boiler to be adjusted and to the Stern bush being again examined or renewed at next dry docking. It will be done on vessels arrival back in Italy in about two months time.

bladed in dry dock, propeller, sea valves & cocks examined, Stern bush examined and fastenings. Propeller shaft drawn inboard for examination. The liner was worn and the spare tail shaft, which had been used before has been fitted.

A crack running fore & aft was found in the stern bush about 2" has been repaired but should be examined again at the next dry docking.

Cylinders, pistons, slide valves, crank, thrust & propeller shafts pumps condenser examined and found or placed in good order. Condensers

The valves, cocks, pipes, & strainers of the pumping arrangements.

Observations, Opinion, and Recommendation:— This vessel's machinery as now is in good order and eligible in our opinion to be continued as classed

fresh records of + L.M.C. 1.26. + N.B. 1.26. and T.S. Seen. C.L. 1.26

the Safety valves of center boiler as adjusted, the donkey boiler examined entirely and to the Stern bush being again examined or renewed at next dry docking.

section 28) Lira 1440:00.

Fees applied for

Repair Fee (if any) Lira 700:00

19

Don 28.) Lira 150:00.

Received by me,

ies (if chargeable) Lira 150:00

19

Underwater fee Lira 150:00

2's Minute

TUES. 2 MAR 1926

FRI. 26 MAR 1926

TUES. 9 AUG 1927

TUES. 13 APR 1926

FRI. 14 OCT 1927

TUES. 26 OCT 1926

TUES. 25 JAN 1927

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Is a Certificate required? If so, to be sent to
yes. To Genoa office when Survey is complete.

S.P. 703, due 8.2.6. partly held stated will be completed on return in 2 mod. Low shaft examined & changed shifting tried in latter readjusted to line

Train Boilers renewed.

It is submitted that this vessel will be eligible for the record. + L.M. C. 1.26 when the

Safety valves of centre boiler have been adjusted & the 2nd held is its

activity. It is submitted that this vessel is eligible to remain as CLASSED. Subject to the items being again examined & renewed without any docking

8.1.26

19/2/26



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thoroughly overhauled and left good. Three new boilers have now been installed. Report enclosed.

All the valves, mountings, steam and water pipes have been tested in accordance with Rule requirements. These valves and pipes taken from the old boilers and found or made good. Repairs now effected: H.P. piston rod skinned & new stuffing box fitted. L.P. piston valve rod skinned. I.P. Crosshead pins turned & pump links overhauled. All eccentric straps reinstalled and Cheaves 1st M.P. A and ASTERN 2nd M.P. ahead L.P. ahead & astern & H.P. Crank shaft lifted and bearings trued up. Intermediates & thrust condenser retubed & tested. Feed and bilge pump plungers skinned up. Circulating pump casting renewed and other minor repairs effected. The auxiliaries & all left in good order.

The new main boilers have been installed and the safety valves the port and starboard boilers adjusted under steam. Thickness of washers. S. Boiler F. 40 m/m P. Boiler F 31.5 m/m A. 34.5 m/m A 35.5 m/m

Accumulation 10% satisfactory.