

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

MAY 25 1915

(Received at London Office)

Date of writing Report May 11 1915 When handed in at Local Office May 11 1915 Port of New York

No. in Reg. Book 1763 Survey held at Brooklyn Date, First Survey 19 Apr Last Survey 22 Apr 1915

1763 on the Machinery of the Steel Vessel built at Genoa By whom N. Gero Master Capa

Gross Tonnage 6607 Net 4027 Engines made at Phi. Poli By whom N. Gero When 1913

Registered Horse Power 396 Boilers, when made (Main) 1913 (Donkey) 1913

No. of Main Boilers 3 Owners N. Gero Port Genoa Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Atlantic Dock

Steam Pressure in Main Boilers 227 in Donkey Boilers 120

Last Report No.  Port Fitting up for

Particulars of Examination and Repairs (if any) Fitting up for

Periodical surveys, when held, must be reported in detail and verbatim 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 date 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

Do. " Donkey " No

If this was not done, state for what reasons? Not done for Survey

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?

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

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? ✓ , and of the Donkey Boiler? ✓

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 new been drawn and examined? No Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft new been changed? No If so, state reasons ✓

Is the shaft new fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? ✓

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

On visiting this vessel it was found that she had been equipped for burning liquid fuel, though the system does not appear to have been used. The Dahl type of burner has now been installed and new fuel heaters of the Dahl type fitted. The liquid fuel compartments have now been fitted with heater coils. The Condenser steam from fuel heaters & heater coils is led to an observation tank in the Holdhole and thence to the Condenser or bulk. All wood work in Holdhole has been removed and the water tight doors on cross bunker bulkhead removed & plated up. Bunker to star & found tight. Emergency valves on the liquid fuel suction line have been fitted on the bunker side of bulk head and thus can be controlled from the deck. All the requirements of Section 49 of the Rules have been complied with.

The second M.P. piston rod has now been removed.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel as far as seen is now in good order. Eligible in my opinion to remain as classed and to have the record of Fitted for oil fuel 8-13 F.P. above 150°F in the Register Book.

Survey Fee (per Section 75) \$20.00 Fees applied for May 14 1915

Special Damage or Repair Fee (if any) £ Received by me, C. Hudson

Travelling Expenses (if chargeable) £ 19

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. MAY 28 1915

Assigned As now

Fitted for oil fuel 4-15

above 150°F

Lloyd's Register Foundation

WS94-0186



Installation fitted for burning oil fuel.

It is submitted that this vessel is eligible for THE RECORD.

Fitted for oil fuel 4.15.  
FP above 150°F

27.5-15  
DPR

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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