

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

(Received at London Office 24 FEB 1930)

Writing Report 19 When handed in at Local Office 22/2/30 Port of NEWCASTLE-ON-TYNE
Survey held at Newcastle Date, First Survey Jan 31st Last Survey Feb 21st 1930
(No. of Visits 10)

1. on the Machinery of the ~~Wood, Iron or Steel~~ SC. ROSINA TOPIC
Gross 3038 Vessel built at W. Hartlepool By whom W. Gray & Co Ltd When 1901-2
Net 1947 Engines made at " By whom Cen. Mar. Eng. Wks When 1901
257 Boilers, when made (Main) 1901 (Donkey) 1913
Main Boilers 2.SB. Owners Slobodna Plovidba Topic D.D Owners' Address
Donkey Boilers 1. Managers " Port Susak Voyage
Pressure in Boilers 160
Donkey Boilers 100
X Surveyed Afloat or in Dry Dock Mercantile
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, &c. for Special Survey Date of last Survey and of Periodical Surveys	Year Assigned Assigned Entered	Machinery and Boiler Survey (Including date of N.B., if any)
100A1 6.29		L.M.C. 6.26 BS. 9.28 N.D.B. 13 T.S. 11.29
SS/We 2 nd 1/03 2.26		

Report No. Port
Particulars of Examination and Repairs (if any) + L.M.C. (part)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 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.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined?

Has a special damage report been 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

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

Where 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? Yes To what pressure were they afterwards adjusted under steam? 160 lbs sq"

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs sq"

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? Yes, and of the Donkey Boiler? Yes

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

Has the screw shaft now been drawn and examined? No 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?

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

SEE LIMITATION LIST

If survey is not complete, state what arrangements have been made for its completion and what remains to be done? To complete the survey vessel requires to be placed in dry dock and examination made of sea cocks, propeller, and fastenings. With reference to Tail shaft renew 2.30 (Limitation List). The owner representative states it is their intention to proceed with this matter at Trieste to which port the vessel is proceeding.

WORK DONE. Examination made of Cylinders, pistons, valves, crank, thrust, & intermediate shafting; main and bottom end bearings, circulating, bilge pump and connections, auxiliary pumps and pumping arrangements, Condenser (tested). Steering engine and windlass examined. Main and donkey boilers examined internally and externally together with all mountings doors and fastenings. Boilers examined under steam and safety valves adjusted to above stated pressures. (OVER)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in my opinion eligible to remain as classed with fresh record of L.M.C. 2.30 when examination has been made of sea cocks, propeller and fastenings, and subject to screw shaft being renewed 2.30.

Fee (per Section 25) £ 11 0 0
 Damage or Repair Fee (if any) (per Section 25.) £ 4 4 0
 Printing Expenses (if chargeable) £

Fees applied for 22 FEB 1930
 Received by me, 25/2/30

Committee's Minute
 Signed BS 2.30

Richard Shaw
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 29 APR 1930
 FRI. 4 JUL 1930

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

In a Certificate required by the Rules, to be sent to

S.S. ROSINATOPIC

REPAIRS.

Ahead side of thrust shoes re-metalled.

L.P. bottom end bearing re-metalled.

New M.P. crosshead bearing fitted.

Bilge pump skinned up new neck and gland bushes fitted

Feed " " " " " " " " " " " "

Main boiler furnaces renewed

all plain tubes in main boilers renewed

Boilers tested to 180 lbs sq under hydraulic pressure and workmanship found satisfactory.

All plain tubes in donkey boiler expanded.

P.S.

S.S. No / due 2.30 Sunday
Partly held on machinery to
be completed at 4.0. Vessel proceeds to
then BS due 8.29 New billed
It is submitted that
this vessel is eligible for
THE RECORD, BS 2.30
It is submitted that this
vessel WILL BE eligible for
the record, + L.P.C. 2.30 take
The Sa Connection have
been led & subject
to S.S. may be
renewed before
end of 2.30
New
26. 1. 30

N.B.—If this Report is copied by copying Press, special 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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