

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

on the Machinery of the Wood, Iron or Steel

SC. ROSINA TOPIC

Gross 3038

Net 1947

Vessel built at

W. Hartlepool

By whom

W. Gray & Co. Ltd.

When 1901-2

Engines made at

"

By whom

Cew. Mar. Eng. Wks.

When 1901

Boilers, when made (Main)

1901

(Donkey)

1913

Main Boilers

2.88

Owners

Slobodna Plovidba Topic D.D.

Owners' Address

(If not already recorded in Appendix to Register Book).

Managers

"

Port

Susak

Voyage

Donkey Boilers

1

Pressure in Boilers

160

Donkey Boilers

100

X Surveyed Afloat or in Dry Dock

(State name of Dock.)

Mercantile

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

CHARACTER
For Special Survey
Date of last Survey and of
Periodical SurveysYear
Assigned
to SurveyMachinery and Boiler
Survey
(Including date of N.B., if any).

+100 A1.

6.28

+L.M.C. 6.26

BS. 9.28

N.D.B. 13

T.S. 11.29

SS. 2nd 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 the cause 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 the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined?

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey " " "

Has not been done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Has the Surveyor examined the Safety Valves of the Main Boiler?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner?

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

Has the shaft now 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?

Is the distance between lignum vitae or bearing metal 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?

To complete the survey vessel requires to be placed in dry dock and examination made of sea cocks, propellers, 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.

NOW 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.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is 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, B.S. 9.11, B.&M.S. 9.11, or X L.M.C. 9.11, 140 lb., F.D., &c.) 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, propellers and fastenings and subject to screw shaft being renewed 2.30.

Fee (per Section 28).

£ 11.0.0

Fees applied for

Damage or Repair Fee (if any) (per Section 28.)

£ 4.4.0

Landing Expenses (if chargeable).

£

Received by me,

25/2/30

Committee's Minute

Signed

BS 2.30

TUE. 29 APR 1930

FRI. 4 JUL 1930

Richard Shaw

Engineer Surveyor to Lloyd's Register of Shipping.

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002808-002815-0236

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

SEE LIMITATION LIST

S.S. ROSINATOPIC

REPAIRS.

Ahead side of thrust shoes remetalled.

L.P. bottom end bearing remetalled.

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.

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

S.S. No 1 due 2.30 Sunday

Further held on machinery & be completed at 4.0. Vessel proceeds

then BS due 8.29 New tilld

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.M.C. 2.30 when

the Sa Connection have

been end & Subject

to S.S. No 1 being

renewed before

end of 2.30

New

26. 2. 30



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.