

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

Date of writing Report Dec 17 1925 When handed in at Local Office Dec 18 1925 Port of Trieste
 No. in Reg. Book 18418 Survey held at Trieste Date, First Survey Feb 23 Last Survey Nov 28 1925
 on the Machinery of the Wood, Iron or Steel & 'DUINO' (No. of Visits Seven)
 Tonnage { Gross 1384 Vessel built at Trieste By whom Stabilimenti Tecnici When 1923. 6.
 Net 759 Engines made at Trieste By whom Stabilimenti Tecnici When 1923
 Nominal Horse Power 345 Boilers, when made (Main) 1923 (Donkey) ☒
 No. of Main Boilers 2 Owners Stabilimenti Tecnici Trieste Owners' Address Trieste
 No. of Donkey Boilers ☒ Managers Lloyd's Trieste (If not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers 180 Port Trieste Voyage
 in Donkey Boilers ☒ If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Repairs Alterations

Periodical Surveys, when held, must be reported in detail and serially 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 dates 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 " ☒

If this was not done, state for what reasons? not due 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? no

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 now been drawn and examined? no Is it fitted with continuous liner? ☒

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

Has shaft now been changed? ☒ If so, state reasons no

Has the shaft now fitted new? ☒ Has it a continuous liner? ☒

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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? not seen.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? The survey was discontinued on receipt of a letter from the owners, Stabilimenti Tecnici Trieste, stating that they did not wish the vessel's class with the Society to be continued. [S.T.T. letter 280.5-12-25]

How done. The H.P. and L.P. turbines were opened out and examined. The H.P. turbine was taken ashore, the casing was bored out in way of 13 mm of blading and 13 mm of blades were renewed. The rotor blades of the 1st four expansions were renewed. The L.P. turbine was found in order.

Alterations Schmidt's type superheaters were fitted to the boilers. Superheaters haden marked 223 K.H. 17.8.25. The forced draught fan was removed from the stockroom and fitted in engine room, a special seating being built on the tank top. The old fuel plant was removed from

General Observations, Opinion, and Recommendation:—

(State 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 L.M.C. 9.11, 140 lb., F.D., &c.)

For the information of the Committee.

Survey Fee (per Section 28) Lire 1000- Fees applied for Dec 18 1925
 Special Damage or Repair Fee (if any) (per Section 28.) --- Received by me, ---
 Travelling Expenses (if chargeable) --- 19 ---

Committee's Minute FRI. 1 JAN 1926

Assigned

DUAL CLASS

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

*Model withdrawn from class
at owners request.
See separate endorsement.*

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.

from,

*the engine room, and was being filled in the stockhold.
The survey was not continued.*
W.E.

*W.E.
W.E.*

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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