

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

(Received at London Office 21 DEC)

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 Tecnico When 1923. 6.  
 Net 759 Engines made at Trieste By whom Stabilimenti Tecnico When 1923

Nominal Horse Power 345 Boilers, when made (Main) 1923 (Donkey)   
 No. of Main Boilers 2 Owners Stabilimenti Tecnico 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 150 Port Trieste Voyage Trieste  
 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the 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 Tecnico Trieste, stating that they did not wish the vessel's class with the Society to be continued. [S.T.T. letter 2580 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 rows of blades and 13 rows 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 header marked 223 K.H. 17.8.25. The forced draught fan was removed from the stokehold 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, 149 lb., F.D., &c.)

For the information of the Committee.

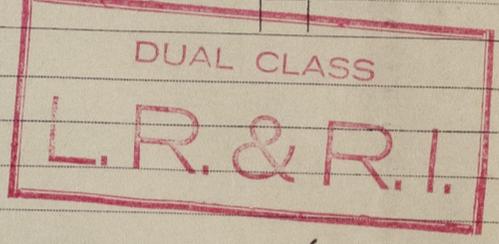
Survey Fee (per Section 28) Lira 1000 Fees applied for Dec 18 19 25

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

Travelling Expenses (if chargeable) Lira 25 Received by me, \_\_\_\_\_

Committee's Minute FRI. 1 JAN 1926

Joseph Merano & J. Lockrey  
 Engineer Surveyor to Lloyd's Register of Shipping.

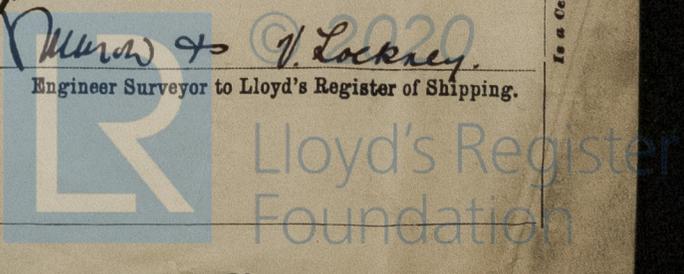


CHARACTER. (For Special Survey. Date of last Survey and of Periodical Surveys.)	Year Assigned and expired.	Machinery and Boiler Surveys (Including date of N.E., if any).
+ 100 A1. Shaded.		+ L.M.C. 7.23.
wt 6.24.		T.S.C.L.
Semi in Admiralty		
filed for old fuel		
7.23. F.P. about 1500F.		
		DUAL CLASS

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Is a Certificate required? If so, to be sent to \_\_\_\_\_



Copy 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.C.*

*W.C.*

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