

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

(Received at London Office)

Date of writing Report 15-1-1927 When handed in at Local Office 19 Port of Rottterdam

No. in Reg. Book 2042 Survey held at Rottterdam Date, First Survey and Last Survey 12-1-1927 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel SALENTO

Tonnage { Gross 3046 Net 2252 Vessel built at Middelburg By whom L. Rayton & Co. When 1903-4

Nominal Horse Power 254 Engines made at Maalpoort By whom Ridderbos & Co. When 1903

No. of Main Boilers 3 Boilers, when made (Main) 1903 (Donkey) ✓

No. of Donkey Boilers 1 Owners So. Union Maritime Commercial Owners' Address Brindisi (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 100 lb Managers G. Zaccari Port Brindisi Voyage Brindisi

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Maalpoort (State name of Dock)

Last Report No. 91011 Port LivParticulars of Examination and Repairs (if any) Done

(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 Yes, copy attached.

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? ✓

Do. " Donkey " " " " " ✓

If this was not done, state for what reasons? ✓

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 now been drawn and examined? ✓

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 ✓

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? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Vessel afloat

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

Attended on board of this vessel at request of the master in order to examine the propeller, it being reported that the vessel has touched with her propeller a lighter whilst leaving Antwerp on the 15th of January 1927. Found upon examination of propeller tips of two blades slightly bent but further in good condition and it has been recommended that the propeller and fastenings should be specially examined next dry docking.

General Observations, Opinion, and Recommendation:— The machinery being now as far as seen in a good condition I am of opinion that the vessel is eligible to remain as classed subject to the propeller and its fastenings should be specially examined next dry docking.

Survey Fee (per Section 23) 25.00 Fees applied for 13th Jan 1927

Special Damage or Repair Fee (if any) 2 (per Section 28.)

Travelling Expenses (if chargeable) 9.00 Received by me, 13th Jan 1927

Committee's Minute

Assigned

As now Subject

FRI. 21 JAN 1927

WED. 20 APR 1927

Engineer Surveyor to Lloyd's Register of Shipping.
TUES. 24 MAY 1927
Lloyd's Register Foundation

006996-007007-0203

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

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

Damage due to propeller striking
a lighter. Tips of 2 blades bent

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.

It is submitted that
this vessel is eligible to
remain as **OLASSED**.

Subject to the propeller
being specially examined
at the next dry dock-
ing.

JWR.
20/1/27.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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