

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

(Received at London Office)

MON. 27 MAR. 1922

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

of writing Report 19.3/10.22 When handed in at Local Office 19/3.10.22 Port of Fiume

in Survey held at Fiume Date, First Survey 22/9/21 Last Survey 16/12.19.22 21  
(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel S/S. BOSKIA.

Gross 540 Vessel built at Trieste By whom Lloyd Austriaco When 1899  
Net 263 Engines made at Trieste By whom Lloyd Austriaco When 1899  
Registered 63 Boilers, when made (Main) 1899 (Donkey) —  
Power 2 Owners Sea Nav. Dalmatian Port Fiume Voyage Adriatic  
Main Boilers 2 If Surveyed Afloat on Dry Dock Cantieri Nav.  
Donkey Boilers — (State name of Dock.) Guarnaro

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

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>Veritas Class.</u>		
<u>7.16</u>		<u>7.16.</u>

st Report No. — Port Trieste

Particulars of Examination and Repairs (if any) F.E. & Coxa.

Surveys, when held, must be reported in detail and serially 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 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 initials of any letters respecting this case.

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?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

As not done, state for what reasons?

At 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? yes.

Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 170 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes. , and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? yes. , and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? yes. , and of the Donkey Boiler?

Shaft now been drawn and examined? yes. 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? yes.

Shaft now been changed? ✓ If so, state reasons ✓

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? ✓

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? completely renewed.

Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Winter sliding valve box opened and examined found good, piston and annular sliding valve examined, piston rings, and sliding valve seats, examined, eccentric examined found good, motion, crank pin and fuel lever examined and examined and found in good condition; air and circulating pump examined, bridge and feed pump examined found good. condenser examined, and steam found tight. Pumping engine, donkey engine pump, examined. Electric light, examined found satisfactory. The vessel was examined in dry dock, tail shaft stem. and examined (and liners) all lignum vitae renewed, propeller examined found good, sea fastenings examined. Main Boiler examined opened and internally found good.

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 S.L.M.C. 9.11, 2 140 lb., F.D., &c.)

It is submitted the vessel is worthy to classed in Register Book with the notations of "LMC"—12.21.

(per Section 25) £ 1000

Damage or Repair Fee (if any) £ —

(per Section 25) £ —

Expenses (if chargeable) £ —

Fees applied for 20.11.1921

Received by me, 19/5/22

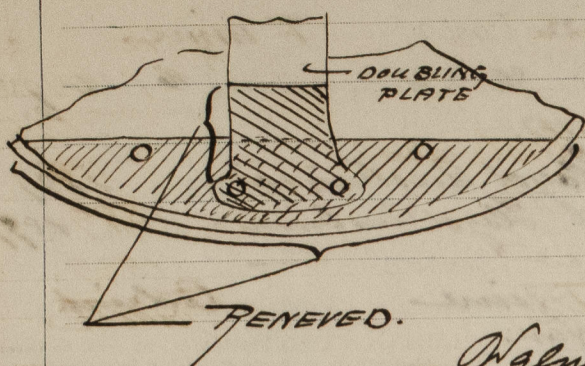
St. J. Pembell  
Engineer-Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 1 MAY. 1922

ned No action

FRI. 20 JAN. 1923

Lloyd's Register  
Foundation



externals: The back plate and  
port and starboard boiler with  
a fire (see sketch) and renewed with  
with Thomas process, and the doubling  
plate renewed, in combustion chamber  
of center ear. The port boiler  
renewed 4 stay and 13 rivets.

Valve was opened and examined, and  
all moving. Safety valve opened and examined.  
Boilers tested. Hydrostatic to 260 lbs, and found tight.  
The safety valve adjusted under steam to 170 lbs.

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