

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

(Received at London Office)

Date of writing Report 27/12/39 When handed in at Local Office 27/12/39 Port of TRIESTE

No. in Reg. Book 33330 Survey held at Trieste Date, First Survey Dec 18 Last Survey Dec 19 1939  
34928 on the Machinery of the Wood, Iron or Steel M.V. TERGESTER (No. of Visits two)

Tonnage } Gross 5890 Vessel built at Monfalcone By whom Cant. Nav. Triestina When 1936 9  
 Net 3708 Engines made at Trieste By whom Stabilimenti Termis When 1926  
 Nominal Horse Power 489 Boilers, when made (Main) (Donkey) 1926  
 No. of Main Boilers 1 Owners Soc. Anon. di Nav. G.L. Premuda Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.) Port Trieste Voyage   
 Steam Pressure in Main Boilers  If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)  
 in Donkey Boilers 100 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 15996 Port Gen.  
Particulars of Examination and Repairs (if any) C.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

" " 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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

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 date of examination of Screw Shaft  State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It is stated that the C.S. will be continued as opportunity offers.

Note done: Main engine, 600 cylinder, piston, rod, cover & valves, crosshead, top end bearings and guide examined, found in good condition. Piston removed due to wear. The cooling coils (copper) of the main compressor H.P. stage, have now been annealed and after-wards tested hydraulically to 150 atm. with satisfactory results.  
The port after machinery engine examined in its entirety together with its compressor, found in good condition.

General Observations, Opinion, and Recommendation:— It is submitted, the machinery of this vessel is eligible to remain as classed, the period of +LMC-CS with date to be assigned when the cycle is completed.

Survey Fee (per Section 29) Lira 350- Fees applied for 27/12/39  
 Special Damage or Repair Fee (if any) E  
 Travelling expenses (if chargeable) Lira 20- Received by me, 19  
 Committee's Minute FRI 19 JAN 1940  
 Assigned C.S.  
H. 39

M. M. M. M.  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 FRI 12 JUN 1942  
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 Lloyd's Register Foundation  
 007881-007887-0084

20m. 7.89.—Transfer Ink. (MARK AND PRINTED IN THE SURVEYORS ARE REQUESTED NOT TO WRITE ON OR BELOW THE

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

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