

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

(Received at London Office)

N 2 1940

Date of writing Report

When handed in at Local Office

27/12/39

Port of

TRIESTE

No. in
Reg. Book.

Survey held at

Trieste

Date, First Survey Dec 18

Last Survey Dec 19

1939

(No. of Visits)

two

34928 on the Machinery of the Wood, Iron or Steel

M.V. TERGESTER

Tonnage

Gross 5890

Net 3708

Vessel built at

Genoa

By whom

Capt. Nav. Tristina

When

1936

Nominal
Horse Power

489

Engines made at

Trieste

By whom Stabilimento Tecnico

When

1926

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

1926

No. of Donkey Boilers

Owners *See Annex di Nav. G.L. Premuda*

Owners' Address

(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).CHARACTER.
for Special Survey
Date of last Survey and of
Periodical Surveys.Year
assigned
now
expired.Machinery and Boiler
Survey
(including date of N.B., if any).

+10091

+LMC-CS-4.39

4.39

4.38

S.S. Tri. No. 3-4.39

J.B.S. - 8.39

T.S. CL - 8.39

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?

Is 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?

Is shaft now been changed? If so, state reasons

Is 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?

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is 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.

Now done: Main engine, 6 cylinders, piston, rod, cover & valves, overhead, top end bearings and guide examined, found in good condition. Piston removed due to wear. The cooling coils (copper) of the main compressors H.P. stage, have now been annealed and after-wards tested hydraulically to 150 atm. with satisfactory results.

The port after anastomy 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

(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.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., E.D., &c.)

is acceptable to remain as classed, the period of +LMC-CS with date to be assigned when the cycle is completed.

Survey Fee (per Section 20)

Lira 350-

Fees applied for

27/12/39

Special Damage or Repair Fee (if any)
(per Section 20.)

E

Travelling expenses (if chargeable)

Lira 20-

Received by me,

19

Committee's Minute

FRI 19 JAN 1940

Assigned

H. 39

FRI 12 JUN 1942

OMIT CLASS
ON RE-PRINT

Engineer Surveyor to Lloyd's Register of Shipping.

007881-007887-0084