

Rpt. 9. No. 5762  
**Report of Survey for Repairs, &c., of Engines and Boilers.**

TERGESTEA

Date of writing Report 4 April 1927 When handed in at Local Office 19 Port of Haarlem  
 No. in Reg. Book 84750 Survey held at Haarlem Date, First Survey 11 March Last Survey April 1927  
 on the Machinery of the Wood, Iron or Steel Tergestea (No. of Visits 8)  
 Tonnage } Gross 5790  
 Net 3708 Vessel built at Monfalcone By whom Cant. Nav. Grestino When 1926-9  
 Nominal Horse Power } 189 Engines made at Grestino By whom Stabilimento Benico When 1926  
 No. of Main Boilers 2 Boilers, when made (Main) (Donkey) 1926  
 Owners Sa. Anam, Di. Nav. a. Vap. G.L. Pramada Owners' Address   
 Managers  (if not already recorded in Appendix to Register Book).  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat Port Grestino Voyage   
 Steam Pressure in Main Boilers x  
 in Donkey Boilers 100

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned how expired.	Machinery and Boiler Surveys (including date of N.E., if any).
<input checked="" type="checkbox"/> 100 A1 9.26		<input checked="" type="checkbox"/> LMC 9.26 CL Oil eng.

Last Report No.  Port   
 Particulars of Examination and Repairs (if any) Damage

*(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 X

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? X

Do. " Donkey " " " " " X

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? X To what pressure were they afterwards adjusted under steam?

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

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

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

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

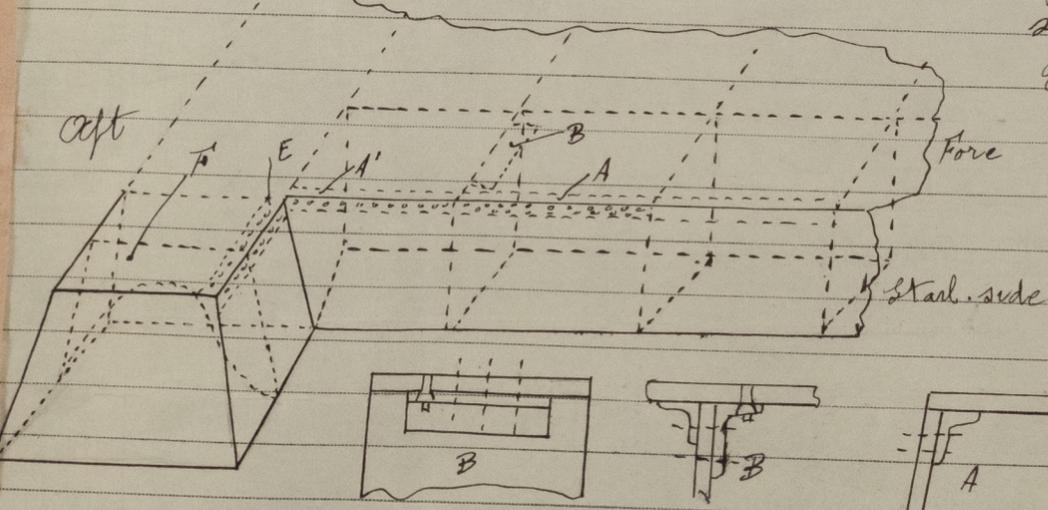
Has screw shaft now been drawn and examined? X Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has shaft now been changed? X If so, state reasons

the shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

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

If a Survey is not complete, state what arrangements have been made for its completion and what remains to be done? This survey is complete as survey has been made at the request of the Master for damage to the engine support structure. Several rivets in the engine support structure have been found slack; more on starboard side than on port side. L.E



On the angle bar A attaching the vertical and the horizontal plate on one side. On the angle bar B attaching the inside support vertical plate and the horizontal plate. At this place, it has not been possible to renew the vertical rivets, these have replaced by P.T.O

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, 140 lb., F.D., &c.)

The vessel is in my opinion eligible to remain as classed without fresh record of survey

Survey Fee (per Section 25).....	£		Fees applied for <u>April 1927</u> Received by me, <u>L</u> 19
Special Damage or Repair Fee (if any).....	£	15.50	
Surveying Expenses (if chargeable).....	£	10.7	

FRI. 9 SEP 1927  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 6 MAY 1927  
 signed as now

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

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

