

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

Date of writing Report 19 25/4/40 When handed in at Local Office 40 Port of TRIESTE
 No. in Reg. Book 20558 Survey held at TRIESTE Date, First Survey Apr 20 Last Survey Apr 22 1940
 on the Machinery of the Wood, Iron or Steel S.S. BARBARIGO (No. of Visits two)

Tonnage Gross 5293 Net 3061 Vessel built at Monfalcone By whom Cent. Nav. Trieste When 1930-9
 Engines made at Turin By whom Soc. Anon. Fiat Stal. G.M. When 1930
 Main Boilers 12/9 Boilers, when made (Main) (Donkey) 1930
 Owners "Italia" Soc. Anon. di Nav Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Port TRIESTE Voyage
 If Surveyed Afloat or in Dry Dock yes (State name of Dock.)

Report No. 12832 Port Sri

Particulars of Examination and Repairs (if any) LMC. CS. DBS. + 100A. with fuel tank + LMC. CS. 4-39

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Image 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

Has a damage report made by anyone else? If so, by whom? yes

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? yes

Were there any parts of the Boilers which were not examined, and if so, state for what reasons? no

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? no

What is the latest date of internal examination of each boiler? Donkey boiler 20.9.40

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100 lbs/0"

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

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

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

Has the screw shaft now been drawn and examined? NO 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

Has the shaft now been changed? no If so, state reasons no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has the shaft now fitted been previously used? no Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

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

Did the Surveyor examine the generators, meters, switchgear, cables and fuses? yes Is electric light and/or power fitted? yes

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done DBS. complete. It was stated that the continuous survey would be further advanced at first opportunity.

DONE for L.M.C.-CS:- The following machinery parts opened up and examined:-
 Port fore auxiliary oil engine. - cylinders, covers, pistons & piston rods.
 Main engine driven circulating pump. - 3rd. independent bilge pump. - Starb. oil fuel daily service tank (internally).
 The following air receivers (not accessible for internal examination) tested by hydraulic pressure -
 Main engine blast air (Nos 5 & 6) to 150 kgs/cm²
 Port fore. & port aft. aux. oil engine blast air (Nos 1 & 3) to 150 kgs/cm²
 Whistle air No 7 to 40 kgs/cm².

For ref. to Nos. see sketch sent to London 16.1.40. [SEE NEXT SHEET.]

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. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in good condition so far as now seen, and is eligible in my opinion to remain as classed with fresh records DBS 4-40 now, and + LMC. s with date, on completion of the survey.

Survey Fee (per Section 29) LMC. CS. say 300- Fees applied for 26/4/1940
 Special Damage or Repair Fee (if any) (per Section 29.) DBS say 185-
 Travelling expenses (if chargeable) say 20- Received by me, 19

Committee's Minute FRI 17 MAY 1940 TUE. 5 MAY 1942
 Assigned DBS 4.40 Alb

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>4-39</u>	<u>2.40</u>	<u>+ LMC. CS. 4-39</u>
<u>SS TL. NB. 1-35</u>		<u>DBS. 4-39</u>
<u>SS TL. NB. 2-39</u>		<u>CLIN 7-39</u>

fitted for carrying oil 9-30. F.P. above 150° in deep tank.

DUAL CLASS

L.R. & R.I.

20m. 7.38.- Transfer Ink. (MADE AND PRINTED IN ENGLAND)

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



S.S. BARBARIGO

Now Done for DBS: Smoke boiler examined internally & externally together with all mountings & doors. Safety valves adjusted under steam to 100 lbs. 10". Examined the oil fuel burning installation and found satisfactory.

M.B.



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