

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

(Received at London Office, 24/4/1940)

of writing Report 19 When handed in at Local Office 40 Port of **TRIESTE**

Survey held at TRIESTE Date, First Survey April 15 Last Survey April 19 19 40

on the Machinery of the Wood, Iron or Steel T.N. S. FUSITAMA (No. of Visits three)

Gross 6298 Vessel built at Trieste By whom Stabilimento Tecnico When 1929 3.

Net 3907 Engines made at Trieste By whom Stabilimento Tecnico When 1929

Power 986 Boilers, when made (Main) ✓ (Donkey) 1929

Main Boilers ✓ Owners Lloyd Triestino Soc. Anon di Nav. Owners' Address ✓

Donkey Boilers me Managers ✓ (if not already recorded in Appendix to Register Book.)

Pressure ✓ Port TRIESTE Voyage ✓

Boilers ✓ If Surveyed Afloat or in Dry Dock yes Arsenale P.D.

key Boilers ✓

Report No. PortParticulars of Examination and Repairs (if any) L.M.C. CS & Docking + 100A1. 11-39.

Surveys, when held, must be reported in detail and seriatim 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 has declined his services for this purpose, and why they were declined ✓

Has a special damage report been made by anyone else? If so, by whom? ✓

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? ✓

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? ✓

Has a special damage report been made by anyone else? If so, by whom? DBS not due

Have any parts of the Boilers could not be thus thoroughly examined? ✓

Have any special means, in the absence of internal examination, been adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Has the test date of internal examination of each boiler ✓

Present condition of funnel(s) ✓

Has the Surveyor examined the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examined the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has the Surveyor examined the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has the Surveyor examined all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has the shaft now been drawn and examined? No 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 the 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

Is electric light and/or power fitted? ✓

Has the Surveyor examined the generators, motors, switchgear, cables and fuses? ✓

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

Where the survey is not complete, state what arrangements have been made for its completion and what remains to be done. It was stated that the

Continuous Survey would be further advanced at the first opportunity.

DONE for L.M.C. CS.

The following machinery parts opened up and examined:

PORT MAIN ENGINE:- Nos 1 & 2 cylinders, covers, pistons, piston rods, valves & valve gear.

No 2 crosshead, top end bearing & connecting rod.

No 2 crank pin & bottom end bearing.

No 6 crankshaft journal & main bearing.

TARB. MAIN ENGINE:- Nos 3 & 4 crank pins & bottom end bearings.

No 4 crosshead & top end bearing.

No 5 crankshaft journal & main bearing.

Thrust shaft.

[SEE NEXT SHEET]

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

in good condition so far as now seen and eligible in my opinion to remain as classed with peak record of + L.M.C. CS with date on completion of the survey.

Fee (per Section 20) CS. Lm 400-

Fees applied for 24/4/1940

Damage or Repair Fee (if any) Lm 25-

Received by me, 19

Other expenses (if chargeable) TUE 21 MAY 1940

Committee's Minute

Signed AS now

Engineer Surveyor to Lloyd's Register of Shipping.

L Lloyd's Register Foundation

TWN. SO. "FUSITAMA."

Port aft. auxiliary oil engine in its entirety including the
air compressor.

Start. oil fuel daily service tank (internally & externally)

Repairs -

Port aft. aux. oil engine - all top end gudgeon pins
renewed. Air compressor H.P. cylinder renewed on
account of wear.

Now done for Docking:-

Vessel placed in dry dock. Examined the
propellers, aft. end of stern bushes and fastenings of all
the underwater connections. All found or placed
in good condition.

M.C.