Rpt. 9.

No. 12830

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

(Received at London Office FEB 28 1940)

Date of writing Report 19th Feb 1940 When handed in at Local Office 21/2/ 1940 Port of TRIESTE

No. in Reg. Book. 31515 Survey held at Triste Date, First Survey 6th Feb. Last Survey 15th Feb 1940 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "PERLA"

Tonnage { Gross 5741 Net 3612

Nominal Horse Power 468

No. of Main Boilers 3

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 200 lb/0"

in Donkey Boilers ✓

Vessel built at Pt. Glasgow By whom Clyde B. & Eng. Co. When (Year. Month.) 1926-1

Engines made at " By whom " When

Boilers, when made (Main) 1926 (Donkey) ✓

Owners Lloyd Triestino Owners' Address (if not already recorded in Appendix to Reg ster Book.) Port Venice Voyage

Managers

If Surveyed Afloat or in Dry Dock (State name of Dock.) Arsenale dry dk. & afloat

Last Report No. Port

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1. 5,39		+L.M.C. 9,38
S.S. Tri. No 3-9,38		+LLOYD'S R.M.C. 5,39
		S(C.L.)N-2,38

DUAL CLASS L.R. & R.I.

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

Particulars of Examination and Repairs (if any) B.S. & D'kg.

(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? P. yes

" " 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 P-2,40. S. & C. Stated end. 11,39 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? P. yes To what pressure were they afterwards adjusted under steam? 205 lb/0" all 3 boilers

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? P. yes , 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? P. yes , and of the Donkey Boilers? ✓

Has screw 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 shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

State date of examination of Screw Shaft ✓ Is electric light and/or power fitted ✓

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

If so, did the Surveyor examine 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.? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete, the starbd. and centre boilers stated to have been examined at Port Said in 11,39. Now done:- The port boiler examined throughout together with its principal mountings and all found or placed in good condition. A local deflection of about 2" in the centre furnace has been jacked up. A new whistle valve, examined and tested to 400 lb/0", has been fitted to the centre boiler. The safety valves of all three boilers were afterwards adjusted to 205 lb/0" Docking - Vessel placed in dry dock. Propeller, after end of stern bush and outside fastenings of sea connections examined and found satisfactory.

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

The machinery of this vessel, as now seen, is in good condition and eligible in my opinion to remain as classed with fresh record of B.S. 11,39.

For Fees see L.R./R.I. slip

Survey Fee (per Section 29) BS Lire 185:—

Special Damage or Repair Fee (if any) Lire 100:—

(per Section 29.)

Travelling expenses (if chargeable) Lire 25:—

Fees applied for 21/2/1940

Received by me, 19

J. McAfee

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 12 MAR 1940

Committee's Minute B.S. 11.39

Assigned

DUAL CLASS.

The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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