

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

(Received at London Office MAY 18 1939)

Date of writing Report

When handed in at Local Office

15/5/39

Port of

TRIESTE

No. in Reg. Book

81377 on the Machinery of the ~~Wood, Iron or Steel~~

Date, First Survey

May 11

Last Survey

May 11 1939

Tonnage { Gross 5441
Net 3612

Vessel built at Glasgow

By whom Clyde S.B. & F. Co. Ltd.

When 1926-1

Nominal Horse Power { 468

Engines made at Glasgow

By whom Clyde S.B. & F. Co. Ltd.

When 1926

No. of Main Boilers 3

Boilers, when made (Main) 1926

(Donkey)

No. of Donkey Boilers

Owners Lloyd Triestino S.p.A. di Nav. Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Trieste

Voyage South Africa

Steam Pressure in Main Boilers 200 lb.

Managers

If Surveyed Afloat or in Dry Dock Dry Dock

(State name of Dock.) Arsenal Lloyd Triestino

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 and month last surveyed.	Machinery and Boiler Surveys (including date of N.E., if any).
* 100A1		* L.M.C. 9.38
9.38		* Lloyd's R.M.C. 1.39
S.S. No. 3 - 9.38		T.S. CL - N 2.38

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and serially 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

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft

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? no

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

Propellers, stern bush, outside fastenings examined and found in order

DUAL CLASS
L.R. & R.I.

Present condition of funnel(s) Good

To what pressure were they afterwards adjusted under steam?

To what pressure were they afterwards adjusted under steam?

, and of the Donkey Boilers?

, and of the Donkey Boilers?

, and of the Donkey Boilers?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is electric light and/or power fitted? yes

General Observations, Opinion, and Recommendation:— It is submitted the vessel is worthy to remain as classed without fresh record regarding machinery.

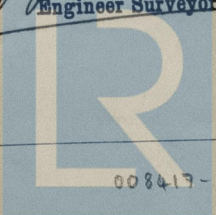
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, * L.M.C. 9.11, or * L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29)	£	:		Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 29.)	£	:		Received by me,	19
Travelling expenses (if chargeable)	£	:			

Committee's Minute Assigned As now

Assigned

infirmities
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

008417-008427-0205

