

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

(Received at London Office SEP 12 1938)

Date of writing Report _____ When handed in at Local Office 9.9.38 Port of TRIESTE

No. in Reg. Book 81377 Survey held at Pola Trieste Date, First Survey July 14 Last Survey Sep 9 1938
(No. of Visits Nine)

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

Tonnage { Gross 5741
Net 3612 Vessel built at St. Glasgow By whom Clyde S.B. & E. Co. Ltd. When 1926/1

Nominal Horse Power { 468 Engines made at _____ By whom _____ When 1926

No. of Main Boilers 3 SB Boilers, when made (Main) 1926 (Donkey) _____

No. of Donkey Boilers _____ Owners Magd. Triestina Soc. An. di Nav. Owners' Address _____
Steam Pressure in Main Boilers 200 lbs Managers _____ Port Venice Voyage Capetown

in Donkey Boilers _____ If Surveyed Afloat or in Dry Dock dry dock
(State name of Dock.) Sengler Olivi - Pola

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) + L.M.C.

(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? 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. 11 & 16, 8, 38

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lbs.

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

State date of examination of Screw Shaft _____ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 in.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no (examined 9.3.38, see Tr. Rpt. No. 11986)

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.

Two done. Vessel placed in dry dock, the propeller, after end of stern bush, sea connections and the outside fastenings examined and found in good condition.

S.R.L. The sea inlet valve chest for the refrigerating machinery not pursued. Same examined and tested hydraulically, found sound & free from defects. It is recommended that the special remark in Limitation list be now deleted.

L.M.C. - The cylinders, pistons, rods, valves & chests, crank, thrust & terminal shafts and pumps examined, found or placed in good condition. The condenser examined & tested under a full head of water, found tight.

General Observations, Opinion, and Recommendation:— P.T.O.

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

The machinery of this vessel is in my opinion eligible to remain as classed with fresh word of + L.M.C. - 9, 38, without special remark for the sea inlet valve chest for the refrigerating machinery.

Survey Fee (per Section 20) L.M.C. Fee 1203 Fees applied for 919 1938

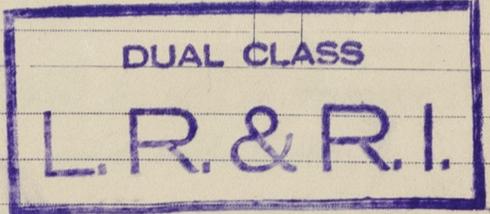
Special Damage or Repair Fee (if any) 600 Received by me, _____

Travelling expenses (if chargeable) 430 _____

Committee's Minute _____

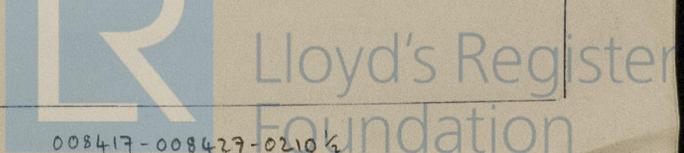
Assigned + L.M.C. 9.38 without
shl and

| CHARACTER (for Special Survey and of Periodical Surveys) | Machinery and Boiler Surveys (including date of N.B., if any) |
|--|---|
| + 10091, | + L.M.C. - 4, 34 |
| 10.34, | B.S. - 6, 34 |
| S.S. Tr. No. 5 - 34 | T.S. C. - 11 - 2, 38 |
| | + Lloyd's R.M.C. - 2, 38 |



SEE LIMITATION LIST.

M. J. Morrison
Engineer Surveyor to Lloyd's Register of Shipping.



DUAL CLASS. CERTIFICATE WRITTEN

008417-008427-02106

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

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

TUE. 4 OCT 1938

Particulars of Examination and Report (if any) of A.M.C.

General Remarks: The boiler was examined and found to be in good condition. The engine was also examined and found to be in good condition. The following repairs were effected: ...

CLASS CLASS
R & R I

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Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

S.S. "PERLA"

All auxiliary engines overhauled, repaired as found necessary, examined. The valves, cranks, pipes & steamers of the pumping arrangements examined, found or placed in good condition.

Steering engine & windlass opened out, examined, found in good condition.

Main boilers examined internally & externally together with their mounting, down & safety valves and found in good condition. The safety valves of all 3 boilers adjusted under steam to 200 lbs. (Steam pipes examined & tested in February 1938, see tri. Rpt. No. 11986.)

Repairs now effected. Crank shaft lifted and Nos. 2, 4 & 6 main bearings re-installed. Shaft bedded down and satisfactorily re-aligned. Condenser tubes removed, cleaned & replaced with part nos. Similar repairs effected.

M.S.

Repairs effected at Trieste. On account of complaints that the main engines were not running satisfactorily during the passage from Pola to Trieste, the L.P. section of the crankshaft has been removed, tested in lathe & found to be very slightly distorted. The spare L.P. section marked

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|-------------------|
| D. R. I. |
| A983 |
| H.I. 19.11.35 |
| R.2. 4509. Perla. |
| L. N. 9683 |

 has now been fitted satisfactorily, and the original section retained ashore in order to renew the after journal. The Owner's representative states that the new journal will be fitted as soon as possible.

Marks on L.P. section now removed:-

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|-----------------|
| D. R. I. |
| P.K. 9113. P.K. |
| 20. 7. 1933 |

A. J. Champness

