

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

Date of writing Report 20th Nov 1922 When handed in at Local Office

(Received at London Office)

FRI. NOV. 24 1922

No. in Book. Survey held at Portore

10 Port of Fiume

3483 on the Machinery of the Wood, Iron or Steel

Date, First Survey 10th Octob. Last Survey 14th Octob. 1922

(No. of Visits) 2

nage { Gross 234  
Net 137

Vessel built at Loppinpiccolo By whom M. V. Martinovich When 1911

gistered {  
se Power {  
of Main Boilers 1713

Engines made at Newbury By whom Plenty &amp; Son When 11

of Donkey Boilers  
Main Pressure  
Main Boilers 130Boilers, when made (Main) 1911 (Donkey)  
Owners Fupiro-Hrvatko Par. Thupio Port Ponte Voyage laid up

Donkey Boilers

If Surveyed Afloat or in Dry Dock dry dock  
(State name of Dock.) Portore

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Year  
Assigned  
now  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

Class Contemplated

st Report No. 2518-28 Port Fiume

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

Medical Surveys, when held, must be reported in detail and serially 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 ideas 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. E. 6.3.22, Fri 16.8.22

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?

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

Do. " Donkey " " " "

If was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

The Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 130 lbs.

The Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

The Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

The Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? no

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

Shaft now been changed? If so, state reasons

Shaft now fitted new?

Has it a continuous liner?

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

The distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? as good fit

Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed on floating dock. Propeller, screw shaft, stern bush, and connections and internal fastenings examined, and found in order. Stern bush bottom not renewed.

Main boiler safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:—

It is submitted, the machinery is in good order, and no alteration 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, &amp;c.: thus, for example, B.S. 9,11, B.&amp;M.S. 9,11, or L.M.C. 9,11, &amp;c.

The vessel is eligible in my opinion to have the notation of L.M.C.-1.22 and screw shaft seen 10.22.

(per Section 28) Compl. L.M.C. 22 192

Page or Repair Fee (if any) £

per Section 28.)

Expenses (if chargeable) £

Fees applied for

20. 11. 1922

Received by me,

1. 1. 1923

FRI. 1 DEC. 1922

Committee's Minute

ed

See minute on S.B. report.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. JAN. 19 1923

Lloyd's Register Foundation

009743-009756-0384