

Port of

TRIESTE

M/S. "SPLENDOR" R.L. HAUSE

exhaust gas vertical donkey boiler all insulation renewed and mountings with safety valves, examined internally and externally all mounting and safety valves tested as per Rules requirements, valves re-fitted and stud renewed as necessary insulation re-fitted D. Boilers tested by water to the working pressure plus $1\frac{1}{2}$ atm and found tight. Safety valves of all D. Boilers adjusted under steam as above.

Steam condenser all tubes renewed, condenser cleaned inside and examined, tubes replaced 80% renewed and after wards tested by water and found tight. Feed pumps examined and found as put in order. All steam pipes, and feed pipes renewed tested by water as per rules and found tight, pipes re-fitted and re-tested in place.

Piping arrangements: All bilge pipes, water circulating pipes, oil feed pipes, lubricating oil pipes, with all valves in cocks, now examined tested by water and found tight.

Settling tanks, examined inside and tested, all heating pipes tested by water and found tight.

Steam fire extinguisher arrangements in D. Boilers are now completely renewed and tested satisfactorily.

Fire extinguisher arrangement re-placed as originally. Boiler oil fuel lining arrangements all pipes, examined, tested by water and found tight, pressure pumps, & filters examined and found as put in order, arguments examined in working conditions and found in order.

After wards, the full machinery plant examined, the port and starboard main engine and all auxiliary engine in working condition satisfactory. New arrangement of solid injection type ARSEHAUOFF have been now fitted on port and starboard main engine.

Sea trial covered out for 6 hours at full speed, and the engine running satisfactory in every respect.

Important repairs carried out:

Crank shafts in two pieces, air pumps crank shafts, all intermediate shafts renewed plans on shore re-turned as necessary examined after wards and re-placed on board, re-aligned and found in order, bed plate supported all halving down bolts renewed, all chocks renewed and bed plates re-aligned satisfactory, all overhead of port and starboard main now renewed, test certificate herewith enclosed.

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All crank shaft journals and pin bearings, crosshead bearings, intermediate shaft bearings all with motor renewed. The lubricating oil cooler and oil fuel cooler now renewed. Oil fuel valves, and exhaust valves renewed as necessary. Ashtruff control device of each cylinder now fitted.

Stroke and Motor Cylinder covers Nos 1, 2, 5, 6 and piston rods No 1 now renewed.

Port Motor. Cylinder covers No 2, and piston rods No 2, 3, now renewed.

Electric Installation:

All cables, main and auxiliaries switch boards, subdivision boards, now renewed, all lamps, and general fittings now renewed. The emergency lighting, switch boards, solder switches are now renewed. All electric motors, and generators, put on have generally repaired or renewed as necessary. Tested for temperature, insulation and high voltage test 2000 volts as per power requirement satisfactory.

The installation after repairs, tested on board in full working condition satisfactory, and insulation test received out good.

The electric plant have been now re-constructed as per original approved plans in year 1932.

The only variations consist that in the distribution board in engine space and in the accommodation have been placed STOTZ automatic breakers in place of the common fuses.

Signature