Appt. 9.

No. 1932

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 25 FEB 1956)

Date of writing Report 15.2. 1956 When handed in at Local Office 15.2. 1956 Port of SPLIT

No in Reg. Book. Survey held at Trogir Date. First Survey 2.2. Last Survey 15.2. 19 56 (No. of Visits 2)

16572 on the Machinery of the ~~Wood~~ Iron or Steel Screw Steamer "K O S T R E N A"

Gross 523 Net 303 Per Rule

Main Boilers 1 " " Donkey Boilers 180 Pressure— Main Boilers Donkey Boilers

Vessel built at Kiel By whom Howaldtswerke When 1891 11 (Year. Month.)

Engines made at Kiel By whom Howaldtswerke When 1891

Boilers, when made (Main) N B 13, refitted 46 (Donkey) ---

Owners JADRANSKA LINIJSKA PLOVIDBA Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Rijeka Voyage

If Surveyed Afloat or in Dry Dock fl.dock, Trogir (State name of Dock.)

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

HULL	MACHINERY
+100A1	+ LMC 7/51
Reclassed 10/46	BS 9/54
(Dr) 10/46	OG 3/54
Pla 7/51	
Dkg.3/54	

Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides tailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case

ge cases where the Surveyor has not made a special damage report he is required to state whether he offered his vices for this purpose, and why they were declined

amage report made by anyone else? If so, by whom? Copy of Damage Report attached

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

" Donkey " " " ---

tate for what reasons ---- What parts of the Boilers could not be thus thoroughly examined? ---

pecial means, in the absence of internal examination, were adopted by the eyor to assure himself of the thorough efficiency of those parts of each Boiler? ---

atest date of internal examination of each boiler --- Present condition of funnel(s) ---

e Surveyor examine the Safety Valves of the Main Boilers? --- To what pressure were they afterwards adjusted under steam? ---

e Surveyor examine the Safety Valves of the Donkey Boilers? --- To what pressure were they afterwards adjusted under steam? ---

e Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ---, and of the Donkey Boilers? ---

e Surveyor examine the drain plugs of the Main Boilers? ---, and of the Donkey Boilers? ---

Surveyor examine all the mountings of the Main Boilers? ---, and of the Donkey Boilers? ---

e screw shaft now been drawn and examined? --- Has it a continuous liner? --- Is an approved oil retaining appliance fitted at the after end? ---

haft now been changed? --- If so, state reasons --- Has the shaft now fitted been previously used? --- Has it a continuous liner? ---

pproved oil retaining appliance fitted at the after end? --- State date of examination of Screw Shaft --- State the wear down in the n bush --- Is electric light and/or power fitted? --- If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? ---

e insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ---

e parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

MAGE alleged sustained on 28th January 1956 through striking with her stern a rock while noeuvring in the port of Trstenik,

und and preliminary recommendations made: Tail shaft bent, to be renewed; Main Engine and termediate ahafting to be opened up for examination; One blade of bronze propeller badly, the maining blades slightly damaged, to be renewed.

the Owners made arrangements for the vessel to be towed to Rijeka where the necessary repairs ould be carried out, it was recommended that her machinery be further examined and recommendations de, as found necessary, after removal of the above mentioned damaged parts.

eral 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, etc.)

e machinery of this vessel is, in my opinion, eligible to remain as now classed in the Register ok without fresh record, for the duration of the voyage from Trogir to Rijeka in tow where, is stated, repairs will be effected.

y Fee (per Section 23) £ : :

l Damage or Repair Fee (if any) (per Section 23.) £ : :

lling expenses (if chargeable) £ : :

Fees applied for, 19

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY 27 MAR 1956

mittee's Minute Deferred

gned

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

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

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