

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

29 DEC 1947

(Received at London Office)

Date of writing Report 19.12.47 When handed in at Local Office 19.12.47 Port of Genoa  
 No. in Survey held at Genoa Date. First Survey 14/3/47 Last Survey 19-12-1947  
 Reg. Book. (No. of Visits NINE)

on the Machinery of the Wood, Iron or Steel S/S. TRIDENTE. (ex PIROUETTE) Year. Month. 1940 9  
 Tonnage Gross 676.53 Vessel built at GOOLE By whom SHIPBUILDING & REPAIRING CO. LTD. When 1940 9  
 Net 622.82 Engines made at HULL By whom ANDERSON & SMITH When 1940 -  
 Nominal NHP 156 Boilers, when made (Main) 1940 (Donkey) —  
 Horse Power 156 Owners "RICCALMARE COMPAGNIA" Owners' Address GENOVA 15 SETTEMBRE 8/6.  
 No. of Main Boilers 1 Managers "RICUPERI ALTO MARE" (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Port GENOVA Voyage —  
 Steam Pressure in Main Boilers 300 lbs. If Surveyed Afloat in Dry Dock DARSENIA  
 in Donkey Boilers 1 (State name of Dock.) GENOVA.

Last Report No. — Port —Particulars of Examination and Repairs (if any) +LMC FOR RECLASS.

(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? YH." " Donkey " " " —If not, 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? —State latest date of internal examination of main boiler August 1947Present condition of funnel(s) goodDid the Surveyor examine the Safety Valves of the Main Boilers? YH.To what pressure were they afterwards adjusted under steam? 200 lbs.Did the Surveyor examine the Safety Valves of the Donkey Boilers? —To what pressure were they afterwards adjusted under steam? —Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YH.and of the Donkey Boilers? —Did the Surveyor examine the drain plugs of the Main Boilers? YH.and of the Donkey Boilers? —Did the Surveyor examine all the mountings of the Main Boilers? YH.and of the Donkey Boilers? —Has the screw shaft now been drawn and examined? YH.Has it a continuous liner? O.G.Is an approved oil retaining appliance fitted at the after end? YH.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 oil retaining appliance fitted at the after end? —State date of examination of Screw Shaft August 1947

State the wear down in the

stern bush 1 1/4Is electric light and/or power fitted? YH.If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YH.Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YH.

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

Now done: Vessel examined in dry dock, propeller stem and nut, main fastenings and sea connection examined and found in order, Tail shaft drawn examined and found good (O.G.).

Steam cylinders, pistons, rods, slide valves and rods, crank and guide, crank shaft pins and journals, Thrust shaft and intermediate shaft with bearing examined and found in order.

Lubricator opened examined and tested by water and found tight. Main pumps and all auxiliary pumps opened examined and found in order. Minor repairs carried out to main engine and auxiliaries. Boilers examined through out with mountings and safety valves and found all put in order.

Center furnace found some corrosion inside at the fire bar line and now thickened up by electric P.T.O.

General Observations, Opinion, and Recommendation: It is submitted the vessel is

(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, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

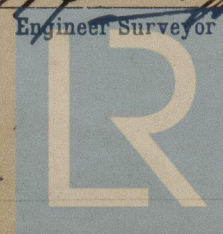
worthy to be re-classified in the Register Book with the notation of Fresh Demand + LMC - 8.47 & Tsb (OG) 8.487.

Survey Fee (per Section 29) RECLASS. Lt. 60,000. = Fees applied for 24/10/1947  
 ELEC. EQUIP. 18,800. =  
 Special Damage or Repair Fee (if any) 3,152. =  
 (per Section 29) CAR EXPS. FUND 4,228. = Received by me, 5.11.1947  
 Travelling expenses (if chargeable) 2,600. =  
 REVENUE TAX —

Committee's Minute FRI. 30 JAN 1948Assigned +LMC 8.4788.47

CERTIFICATE WRITTEN  
 (dated 11.2.48)

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

"TRIDENTE"

in ten and afterwards examined and found  
the Boiler tested by water to the working  
pressure and found in order.

Safety valves of Boiler adjusted under steam  
on shore satisfactory.

Piping arrangement examined through out and found  
in order.

All Steam pipes and feed pipes tested by water and  
examined found tight.

Machinery examined in working condition and  
found satisfactory.

Electric equipment examined all circuits as  
far as practicable fitting, connections S.P. and  
arrangements found good. Steam Generators examined  
and found good. Hopper test carried out satisfactory  
and installation examined under full working  
condition and found good.

"This vessel is sister ship of S.S. FIOCINA." (SEE GENOA REPORT N° 16494).

*Signatures*

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