

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

Date of writing Report 31st Jan 1952 When handed in at Local Office 31st Jan 52 Port of TRIESTE

No in Reg. Book. Survey held at Trieste Date First Survey 10.1.52 Last Survey 30th Jan 1952 (No. of Visits 10)

5749 on the Machinery of the Wood, Iron or Steel "Maria Cosulich" ex Haxby

Gross 1793 Vessel built at Sturgeon Bay Wis. By whom Leatham D. Smith S.B. Co. Year 1943
Net 995 Engines made at Corry Pa. By whom Ajax Uniflow When
Nominal Horse Power 394 Boilers, when made (Main) (Donkey)
Owners Soc. di Navig. "FRATELLI COSULICH" Owners' Address
No. of Main Boilers 2 Managers Port GENOA Voyage
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock afloat
Steam Pressure in Main Boilers 225 lb (incl 120 lb) (State name of Dock.)
in Donkey Boilers

Particulars of Examination and Repairs (if any) BS - Conv. to O.F.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on count 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.

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.

as a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? yes

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 each boiler 1-52 Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 225 lb/sq"

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes 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? yes and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? no Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the 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 8-51 State the wear down in the stern bush.

Is electric light and power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

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

Engine parts, when referred to by numbers, should be counted from forward.

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

The two boilers examined throughout together with doors, mountings and superheaters and found or placed in good order. The boilers were subsequently examined under steam found tight and the safety valves of the main steam drums adjusted to 225 lb/sq" and on the superheater out let to 220 lb/sq".

Sur. to O.F. The vessel has been adapted at this time for burning oil fuel carried in No. 2 D.B. and tanks breast the boiler space (please see also Tpt. 8 attached) - A duplex oil fuel burning plant has been fitted in the boiler space fwd. with connections as shown and amended on the approved plan. The installation was fitted and tested in accordance with Rules and with the usual drip trays, observation drain tank from heating coils and remote controls of valves and pumps as required.

A steam fire extinguishing system has been also fitted and tested with satisfactory results. The oil fuel burning installation was examined in working condition on completion and found in order.

Repairs - 17 plugged tubes replaced in the main condenser and the remainder of the tubes specially examined. The condenser tested hydraulically after repair and found in order.

General 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, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel as now seen, is in good condition and eligible in my opinion to remain as classed with fresh record of BS 1-52 and with notation "Fitted for Oil Fuel 1-52 - F.P. above 150° F."

Fee 31.500.- less 15% for dual class 26.775.- Fees applied for

Survey Fee (per Section 29) 26.775.- 31.1.1952

Special Damage or Repair Fee (if any) 804.- Received by me,

(per Section 29.) 536.- 19

Travelling expenses (if chargeable) + 3% Rev. Tax. 8.44.-

Committee's Minute

Assigned

DUAL CLASS L.R. & F.I.

Lloyd's Register Foundation