

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

(Received at London Office)

JAN 31 1940

Date of writing Report 25th Jan 1940 When handed in at Local Office 25-1-40 Port of TRIESTE
 No. in Reg. Book 21240 Survey held at Trieste Date, First Survey 18th Jan Last Survey 23rd Jan 1940
 on the Machinery of the Wood, Iron or Steel S.S. "BRENTA" (No. of Visits 3)

Tonnage { Gross 5400 Vessel built at Trieste By whom Cant. Dan Rocco When 1920-8
 Net 3319 Engines made at " By whom Atal. Tecnico When 1920
 Nominal Horse Power 465 Boilers, when made (Main) 1920 (Donkey)
 No. of Main Boilers 3 S.B. Owners Lloyd Triestino Owners' Address "
 No. of Donkey Boilers Managers " Port Trieste Voyage "
 Steam Pressure in Main Boilers 180 lb/10" If Surveyed Afloat or in Dry Dock Afloat & in
 in Donkey Boilers (State name of Dock.) Lloyd Ansaldo dry dock.

Last Report No. " Port "
 Particulars of Examination and Repairs (if any) B.S. & Docking

(Periodical Surveys, when held, must be reported in detail and serialim 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? P. yes

" " Donkey " " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 P. 1,40 - S. & C. - 8,39

Did the Surveyor examine the Safety Valves of the Main Boiler? P. yes To what pressure were they afterwards adjusted under steam? 185 lb/10"

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 3 boilers

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? P. yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers?

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 7/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

Rpt. No. 12640.
 Now done: - The port boiler examined throughout together with its principal mountings and found in good condition. The safety valves of all three boilers were afterwards adjusted under steam to 185 lb/10"
 Docking: Vessel placed in dry dock. Propeller, after end of stern bush and outside fastenings of sea connections examined 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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., B.D., &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 B.S. 8,39.

Survey Fee (per Section 29) 185
 Special Damage or Repair Fee (if any) "
 Travelling expenses (if chargeable) 20
 Fees applied for 25/11 19 40
 Received by me, "

Committee's Minute "
 Assigned B.S. 8.39

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.I. Shelter		+L.M.C. 12,37
d.k. with freeboard		B.S. 10,38
6,39		S.(E.L.) 3,37
S.S. TRI. No. 3-1,33		+Lloyd's
S.S. TRI. No. 1-37		R.M.C. 6,39

DUAL CLASS
L.R. & R.I.

Present condition of funnel(s) good
 To what pressure were they afterwards adjusted under steam? 185 lb/10"
3 boilers
 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is electric light and/or power fitted? yes

J. McFee
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
 W1044-0088

If so, is the Report sent now, or when will it be sent?

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

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

Pr. due 10.39
Completed

It is submitted that
this vessel is eligible for
THE RECORD.

Pr. 8.39

Yuu

5.2.40



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