

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

(Received at London Office APR - 7 1940)

Date of writing Report 23rd Mar 1940, When handed in at Local Office 26/3/1940 Port of TRIESTE

in Survey held at Trieste Date, First Survey 12th Mar Last Survey 20th Mar 1940

23 on the Machinery of the Wood, Iron or Steel M.V. "CORTELLAZZO" (No. of Visits 4)

Gross 5292 Vessel built at Monfalcone By whom Cant. Runiti dell Adv. When 1931-3

Net 3061 Engines made at Turin By whom Stiat When 1931

Final Power 1219 Boilers, when made (Main) (Donkey) 1931

Main Boilers Owners Lloyd Triestino Owners' Address Port Venice Voyage Trieste

Donkey Boilers Managers _____

Main Boilers If Surveyed Afloat or in Dry Dock afloat & in Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 100% (State name of Dock.) Arsenale dry dock

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) C.S., D.B.S. & Docking.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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

Is 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?

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

Where a thorough examination was not done, 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?

What is the latest date of internal examination of each boiler? 3, 40

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 105 lb/10"

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

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

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

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

What is the 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. 5/32"

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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 C.S - See form 7E.

D.B.S. Complete.

Now done:- For D.B.S. - The donkey boiler examined throughout together with its mountings and found in good condition. The safety valves were afterwards adjusted to 105 lb/10" and the oil burning installation examined under working conditions.

For C.S. the following parts examined and found in good condition:-

No. 1 & 5 main engine cylinders, pistons and valves; the cylinders, pistons and valves of the aft main engine blast air compressor; No. 6 bottom end; the port aft and port Centre Auxiliary engines complete; the after auxiliary starting air compressor;

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.&H.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.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 D.B.S. 3, 40 to be assigned now and fresh record of C.S. (with date) to be assigned when the continuous survey cycle is complete.

Survey Fee (per Section 29) DBS 185- / CS 400- Fees applied for 26/3/1940

Special Damage or Repair Fee (if any) _____ Received by me, _____

Travelling expenses (if chargeable) 30-

Holiday fee 200-

Committee's Minute TUE 9 APR 1940

Assigned DBS 3, 40

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A.I. with free board 10,39</u>		<u>+L.M.C. C.S. 10,39</u>
<u>S.S. TRI. No. 1-35</u>		<u>1,39</u>
<u>S.S. TRI. No. 2-39</u>		<u>D.B.S. 1,39</u>
		<u>S(C.L.) 10,39</u>

20% for exam. on 3.31.40
above 150 T in D.T.

DUAL CLASS
L.R. & R.I.

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

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

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

L

Lloyd's Register
Foundation

W1048-0008 1/2

M.V. "CORTELLAZZO"

the main engine driven cooling water pumps.
Witnessed hydraulic test to twice the working pressure on 16 main engine starting air bottles situated at the starboard side of the forward machinery space bulkhead and numbered 28-43.

For docking - Vessel placed in dry dock. Propeller, after end of stern bush and outside fastenings of sea connections examined and found satisfactory.

J. Pica

