

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

(Received at London Office)

DEC 27 1939

Date of writing Report 19 When handed in at Local Office 19/12/39 Port of TRIESTE

No. in Reg. Book. Survey held at Trieste Date, First Survey Dec 4 Last Survey Dec 6 1939

29898 on the Machinery of the Wood, Iron or Steel S.S. MONCALIERI (No. of Visits two)

Gross 5723 Vessel built at Stockton By whom Craig, Taylor & Co. Ltd Year. Month. 1918 12

Net 3533 Engines made at W. Hestlepool By whom Ben. Mar. Eng. Works When 1918

Nominal Horse Power 517 Boilers, when made (Main) 1918 (Donkey)

No. of Main Boilers 2 SB Owners Lloyd Triestina Soc. Anon. di Tar. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Steam Pressure 180 lbs Managers Port Trieste Voyage

In Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock both (State name of Dock.) Arsenal Lloyd Triestina

In Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Part & Compl. B.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes

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

If this was not done, state for what reasons? please see German report.

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. prior state the 6.12.39

Did the Surveyor examine the Safety Valves of the Main Boiler? prior. Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? Yes

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

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 3 m. pr.

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? Yes

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

Dock - Vessel placed in dry dock, the propeller, after end of stern bush & the outside fastenings examined, found in order.

Cpl. B.S. - The port & starboard boilers examined internally & externally together with their mountings doors & safety valves and found in good condition. Minor repairs effected. The safety valves of all 3 boilers adjusted under steam as above stated.

General Observations, Opinion, and Recommendation: - It is submitted that the machinery of this vessel is fit to remain as classed with power of B.S. - 11.39.

(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.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

no 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.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 280-00

Special Damage or Repair Fee (if any) (per Section 29.) £

Travelling expenses (if chargeable) £ 20-00

Fees applied for 19/12/39

Received by me, 19

Committee's Minute

Assigned

FRI 12 JAN 1940

B.S. 11.39

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1058-0128