Rpt. 9.

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

No. 16203

Date of writing Report 6/5/40. 19__ When handed in at Local Office 6/5/40. 19__ (Received at London Office MAY 17 1940)

No. in Reg. Book. 34354 Survey held at GENOA. Port of GENOA.

on the Machinery of the ~~Wood, Iron or~~ Steel Sc."S U M A T R A" Date, First Survey 22/4/40. Last Survey 23/4/40. 19__ (No. of Visits Two)

Tonnage { Gross 4859 / Net 2934

Nominal Horse Power 489

No. of Main Boilers -

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers -

in Donkey Boilers 100 lb.

Vessel built at San Rocco By whom Stab.Tec.Triestino When Year 1927 Month 11

Engines made at Trieste By whom Stabilimento Tecnico When 1927

Boilers, when made (Main) - (Donkey) 1927

Owners Lloyd Triestino, Società di Nav. Owners' Address (if not already recorded in Appendix to Register Book.) -

Managers - Port Venice Voyage --

If Surveyed Afloat or in Dry Dock (State name of Dock.) Grazie Dry Dock & Afloat Gen.Harbour.

Last Report No. Port

Particulars of Examination and Repairs (if any) ADV.LMC. C.S. & DOCKING.

(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? -

" " Donkey " " " No

If this was not done, state for what reasons? D.B.not prepared for survey.

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 - Present condition of funnel(s) Good

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? - To what pressure were they afterwards adjusted under steam? -

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

Did the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? -, 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? No

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 4½ m/m.

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? - Is electric light and/or power fitted? -

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 It was stated that the D.B.S. would be held on the vessel's return in about three months' time and that the LMC. C.S. would be advanced from time to time in accordance with Circular N°1670.

WORK DONE FOR ADVANCEMENT OF L.M.C. C.S.- The following machinery parts were examined and found or placed in good condition:-

Main Engine- Cylinder N°2 with relative liner,piston,rod,cylinder cover and valves Crosshead & top end bearings. ~~Crosshead and top end bearings.~~ (There was found a crack in the cylinder cover of apparent ancient date between the starting air valve and the exhaust valve on one side and the inlet valve on the other. This is at present efficient but it is recommended that this cylinder head be again examined within one year of present date. Owners advised by Letter 4. Copy attached).

Main bearings and journals Nos.2,3 & 4. P.T.O.

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

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).
✠ 100 A.I. with freeboard 11-39 ~~ss.Tri.N°2-36~~		✠ LMC.CS.4-36 10-38 DBS.4-39 CL.N.10.37

DUAL SURVEY L.R.&R.I.

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

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in good and efficient condition and eligible, in our opinion, to remain as classed and have fresh record of ✠ L.M.C. C.S. with date when the survey has been completed as above, subject to N°6 cylinder cover being again examined before the end of November 1940 and N°2 cylinder cover being again examined before the end of April 1941.

(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 ✠LMC CS 3,34, 140 lb., F.D., &c.)

Survey Fee (per Section 29)	LMC. C.S.	£ Lit.150.-
	Docking	" 150.-
Special Damage or Repair Fee (if any) (per Section 29.)		£ :
Travelling expenses (if chargeable)		£ : 42.00

Fees applied for 6/5/40 19__ Received by me, __ 19__

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

Committee's Minute

Signature Deferred

FRI. 31 MAY 1940

for the Engineer Surveyor to Lloyd's Register of Shipping.

W1060-0236

Compressor cylinders, pistons, bottom end bearing and crank pin.

Starb. Auxiliary- In its entirety.

Injection Air Bottle for Starb. Auxiliary- Opened out, cleaned, examined internally and subsequently tested hydrostatically to 150 kgs/sqcm. with satisfactory results.

NOW DONE FOR DOCKING- Vessel placed in dry dock. Propeller and outside fastenings examined and found in good condition.

Funnel examined, so far as practicable, and found in good condition.

REPAIRS NOW EFFECTED FOR WEAR & TEAR-

Main Engine- White metal in main bearings Nos.2 & 4 found broken and bearings were now re-metalled in top and bottom halves.

Starb. Auxiliary- Cylinder N°I, gudgeon pin bushes found worn and now renewed.

N.B. No Interim Certificate was issued in this case, but a note of the parts now examined was made in a book kept aboard by the Chief Engineer.

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