

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

(Received at London Office)

26 NOV 1951

Date of writing Report 20th Novemb. 51 When handed in at Local Office 20th Nov 1951 Port of TRIESTE

No in Reg. Book. 61052 Survey held at Trieste Date. First Survey 17th Novemb. Last Survey 19th Novemb. 51 (No. of Visits two)

on the Machinery of the ~~Wood, Iron or Steel~~ Tss. 'Jerusalemme' Vessel built at Trieste - Muggia By whom Cant. Nav. S. Rocco S.A. When 1920 - 11 mo. Engines made at Trieste By whom Stab. Tecnico Triestino When 1920

Nominal Horse Power 904 Boilers, when made (Main) 1920 (Donkey) Owners "APRIATICA" Soc. per Az. di Nav. Owners' Address (if not already recorded in Appendix to Register Book.) Managers Port TRIESTE Voyage

No. of Main Boilers 5 No. of Donkey Boilers Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Last Report No. 13557 Port Trieste Particulars of Examination and Repairs (if any) BS

CHARACTER. for Special Survey, Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
# 100 A1		# LMC 9-47
Shelter deck with freeboard		BS 6-50
9A-51		CL SN 9-49
reclassified 4-45		P 9-49
ss. Gen. 9-47		
filled for O.F. 9-23 F.P. above 150" F.		

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

Was a damage report made by anyone else? If so, by whom? Stbd. fwd. Did the Surveyor personally go inside Main Boiler separately and make a through examination at this time? yes

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180 lb/sq. in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? efficient

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? none

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? no

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

Is the shaft now fitted been previously used? yes Has it a continuous liner? yes State date of examination of Screw Shaft 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? Complete

How done to complete the BS - The stbd. forward main boiler examined throughout with doors, mountings and superheater elements and found in an efficient condition.

All five boilers examined subsequently under steam, found tight and adjusted their safety valves for a working pressure of 180 lb/sq. in.

The oil fuel burning installation examined in working condition and found in order. The steam fire extinguishing installation tested working and found efficient.

## 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 an efficient condition and eligible, in our opinion, to remain as classed with fresh record of BS 9-51 as previously recommended.

Survey Fee (per Section 29) for dual class £ 8925.00 Car fuel £ 536.00 Expenses (if chargeable) £ 357.00 + 3% Rev. Tax 295.00

Committee's Minute TUES. 11 DEC 1951 Assigned BS 9, 51

DUAL CLASS L.R. & F.I.

Lloyd's Register Foundation

B.S. part held 9/57 now completed

It is submitted that this  
vessel is eligible for THE  
RECORD. B.S. 9-57

End 6/12/57



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