

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

Date of writing Report 1st March 1923 When handed in at Local Office Mar 1 1923 Port of Trieste
 No. in Reg. Book 503 Survey held at Trieste Date, First Survey 26/6/22 Last Survey 24/2/1923
 on the Machinery of the Wood, Iron or Steel S.S. "Quinto" (No. of Visits two)
 Tonnage { Gross 240 Vessel built at Hamburg By whom Reudenberg Schiffe
 Net 93 Engines made at do By whom Reudenberg Maschinen When 1920
 Registered Horse Power } Boilers, when made (Main) (Donkey) When 1920
 No. of Main Boilers } Owners Danzigische Seela Gesellschaft Voyage Stine
 No. of Donkey Boilers } If Surveyed Afloat or in Dry Dock Particulars of Classification (which must be inserted
 Steam Pressure in Main Boilers } Central Naval Station precisely as in Register Book & Supplements.)
 in Donkey Boilers }

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Dry & T.S.

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

Do. " Donkey " " B.S. out due. "

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?

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 Boiler?

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

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

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes 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: _____

Is the shaft now fitted new? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/16"

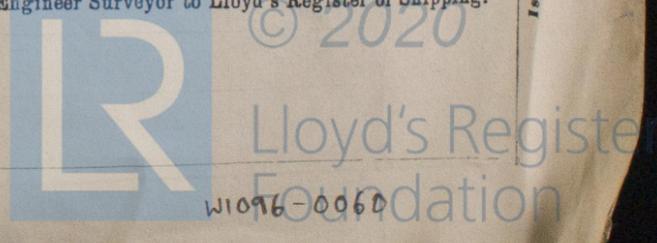
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? See Trieste Sub Entry Report No. 5364.

Now Done: Vessel placed on pontoon: Propeller, screw shaft, stern bush, and outside fastenings examined. Diameter of propeller now reduced to 8'-6"

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible in my opinion to have notation of LMC 2-21. And record of T.S. 2-23

Survey Fee (per Section 25) £ 256.- Fees applied for Mar 19 23
 Special Damage or Repair Fee (if any) (per Section 28.) £ :
 Travelling Expenses (if chargeable) £ 40.- Received by me, [Signature] 26/3

Committee's Minute FRI 9 MAR 1923
 Assigned Lomb 2.21
 MACHINERY DEPT. WRITTEN



Propeller now reduced to 8.6" dia.
Screw shaft & fastenings examined.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. LMC 2. 21.

S 2.23.09.

W.D.
7/3/23

See Endorsement
on 184 Entry 6/4/22

Examined by
W.D.

12.5.09

Examined by
W.D.
12.5.09

100% of engine parts half found
100% of engine parts half found

of
function

sub two 18

100% of engine parts
100% of engine parts



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