

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

No. 5715

Date of writing Report 1st March 1923 When handed in at Local Office Mar 1 19 23 Port of Trieste  
(Received at London Office. MUN. MAR. 4 5 1923)  
No. in Reg. Book. 80503 Survey held at Trieste Date, First Survey 26/6/22 Last Survey 24/2/1923  
on the Machinery of the Wood, Iron or Steel P.L. Quinto (No. of Visits two)  
Tonnage { Gross 240 Vessel built at Hamburg By whom Reudstieg Schiffer  
Net 93 Engines made at do By whom Reudstieg Maschinenfabrik When 1920.  
Registered Horse Power { Boilers, when made (Main) (Donkey) When 1920.  
No. of Main Boilers Owners Danzigische Leba-Hustina Soc. in My Port Voyage Trieste  
No. of Donkey Boilers Steam Pressure— If Surveyed Afloat or in Dry Dock Central Naval Station  
in Main Boilers (State name of Dock.)  
in Donkey Boilers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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.L. 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  
(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, or L.M.C. 9.11, 140 lb., F.D., &c.)  
eligible in my opinion to have notation of LMC 2.21. And record of T.S. 2.23

Survey Fee (per Section 25) £1256.- Fees applied for Mar 19 23  
Special Damage or Repair Fee (if any) £ Received by me 21/3/23  
(per Section 25.) 40.- 26/3  
Travelling Expenses (if chargeable) £

Committee's Minute FRI. 9 MAR 1923

Assigned L.M.C. 2.21

MACHINERY DEPT.  
WRITTEN

W1096-0060

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

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



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.*  
7/9/23

See Endorsement  
on 184 Entry 6/4/22

*Examined by*

*See 184 - Dec 18*

*- 04*

*12.5.1913 of ...*

*... of ...*

*function*

*sub two 189*

*... of ...*

*18. 1900*

*... of ...*

*... of ...*

*... of ...*

*... of ...*

*5/2/21*

*...*

*...*

*...*



© 2020

Lloyd's Register  
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.