

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

Date of writing Report Oct 5 1925 When handed in at Local Office Oct 6 1925 Port of Trieste (Received at London Office 12 OCT 1925)

No. in Survey held at Trieste Date, First Survey Sep 14 Last Survey Sep 26 1925
(No. of Vessels 1)

50819 on the Machinery of the Wood, Iron or Steel Sc " PROMONTORE "

Gross Tonnage 998 Vessel built at Hakodate By whom Hakodate Dock Co. When 1917
Net 580 Engines made at do. By whom Hakodate Dock Co. When 1917

Nominal Horse Power 88 Boilers, when made (Main) 1917 (Donkey) ✓
No. of Main Boilers 1 Owners hav. Carlo Martini & Co. a.g.c. Owners' Address ✓
No. of Donkey Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 180 Port Trieste Voyage ✓
in Donkey Boilers 100 If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) BS

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. Class S. 25/9/25

1 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 ✓

as 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.

Do. " Donkey " " " Yes.

if this was not done, state for what reasons? ✓

Did what parts of the Boilers could not be thus thoroughly examined? ✓

so 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? Yes. To what pressure were they afterwards adjusted under steam? 180 lb. 10."

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lb. 10."

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

Did the Surveyor examine the drain plugs of the Main Boilers? None , and of the Donkey Boiler? None

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

Is 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? ✓

Is 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? ✓

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

The main and donkey boilers were examined internally and externally together with their mounting doors and fastenings and were found in order.

The donkey boiler was tested by hydraulic pressure to 130 lbs 10" and was found to be tight at that pressure.

Please see accompanying first entry report on donkey boiler.

General Observations, Opinion, and Recommendation: The machinery of the vessel,

(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, 100 lb., F.D., &c.)

as far as seen, is now in my opinion eligible to be classed in the

Register Book, and to have a fresh record of survey BS. 9.25.

Survey Fee (per Section 28.) M. Re. Lira 240 Fees applied for to 7/10/1925 comb. U.R.I.

Special Damage or Repair Fee (if any) D. Re. Lira 120 Received by me, 19

(per Section 28.) £ Travelling Expenses (if chargeable) Lira 30

Committee's Minute FRI. 16 OCT 1925

Assigned L.M.C. 4.24

DUAL CLASS. BS. 9.25

V. Lockrey.
Engineer Surveyor to Lloyd's Register of Shipping.

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

Is a Certificate required? If so, to be sent to W1105-0064

Survey for re-classification partly held
4.24. completed.

Cd held.

The scantlings of the Donkey Boiler
are in accordance with the
Rules for a working pressure
of 100 lbs per sq. inch & the
Boiler has been satisfactorily
tested by water to 130 lbs.

L.M. 4.24.

Cd. 9.25.

TS. 4.24

D.D. Press 100 lbs.

It is concluded that
the spare gear is
now in order but
this should be
confirmed.

W.A.
14/10/24.

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.



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