

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

Date of writing Report 21.7 1925 When handed in at Local Office 24.7 1925 Port of Fiume
No. in Survey held at Fiume Date, First Survey 2.12.24 Last Survey 3.3 1925
on the Machinery of the Wood, Iron or Steel MOT. SAIL SCHOONER SAVA
Gross 147.61 Net 105.25 Vessel built at Stadskanal By whom W. Mulder When 1917
Engines made at Berlin mareenfeldt By whom Daimler Motoren Gesellschaft When 1917
Boilers, when made (Main) (Donkey)
Owners Gelon Grad. D.D. Owners' Address Split Port Split Voyage Havel-Loat
Managers
If Surveyed Afloat or in Dry Dock both
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port
Particulars of Examination and Repairs (if any) LMC.
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.
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
Is 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 " " "
If this was not done, state for what reasons?
What parts of the Boilers could not be thus thoroughly examined?
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 the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? without Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒
Has the shaft now been changed? ☒ If so, state reasons ☒
Has the shaft now been 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? ☒
What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Closed

| CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys. | Years Allowed to expire. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|-----------------------------------|--|
| Impaired. | | |

Survey is not complete, state what arrangements have been made for its completion and what remains to be done? To complete Survey all part of the motor to be examined as per Rules requirement. The owner state this will be done at Split in about 2 months time.
Not done: All Motor as per Damage Report removed and new Motor now fitted. The motor has been now examined only under working condition for four hours with satisfactory result.
Tailshaft drawn for examination and found in order.
Propeller sternbush outside fastenings and sea connection examined and found good.
All tubes of the pumping arrangement (bilge, circulating, air, and oil) examined tested as per Rule compared with the herewith enclosed approved plan and found in order and satisfactorily at exception of your remarks by valves of the main and auxiliary oil fuel tanks P.T.O.
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, B.S. 9,11, B.&M.S. 9,11, or X L.M.C. 9,11, 140 lb., F.D., &c.)
Only for Information of the Committee

Survey Fee (per Section 25) £ : : Fees applied for 24.7 1925
Special Damage or Repair Fee (if any) (per Section 25.)
Selling Expenses (if chargeable) £200-
Received by me, 17.11.19
Committee's Minute TUES. 3 FEB 1926
Signed
FRI. 20 APR 1928
FRI. 17 DEC 1928
TUE. 20 AUG 1929
Lloyd's Register Foundation

The oil engines have been removed
& new oil engines fitted & examined
under working conditions

To await 1st entry report
on machinery

[Signature]
24/10/05

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.

Arrangement is made with the Owners to be done at next annual
at Split.

General priming arrangement plan herewith enclosed; the plans
of the shafting Motors etc will be forwarded on completion
of the survey.

[Signature]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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