

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

(Received at London Office.

27 FEB 1928

Date of writing Report 20. 2. 28 When handed in at Local Office 22. 2. 28 Port of Fiume

No. in Reg. Bk. 41784 Survey held at Fiume Date, First Survey and Last Survey 9. 2. 1928 (No. of Visits one)

Supp. on the Machinery of the Wood, Iron or Steel (M) MARSKA ex VIRGINIA

Tonnage { Gross 641 Vessel built at Nakskor By whom A/S Nakskor Skibsværkt When 1921 - 11  
Net 364 Engines made at Holteby By whom A/S Holteby Dreiesmedjefabrik When 1921

Nominal Horse Power 23 Boilers, when made (Main) (Donkey)

No. of Main Boilers 1 Owners' Address G. Indeli (If not already registered in Appendix to Register Book).

No. of Donkey Boilers 1 Managers Y. Indeli Port Fiume Voyage

Steam Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 3060 Port FiumeParticulars of Examination and Repairs (if any) completed survey

(Periodical Surveys, when held, must be reported in detail and verbatim 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 " " "

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?

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?

Has shaft now been changed? If so, state reasons

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used?

Has it a continuous liner?

State the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft?

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

Now done: Main components examined throughout viz: Cylinders, piston, connecting rod with braces, all valves examined and found as put in order. Safety springs renewed as necessary. Thrustshaft with shoes examined and found in order.

## 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.S.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.)

applied eligible to remain as now classed with power of + LMC (M)

Survey Fee (per Section 25) £184/- Fees applied for 22. 2. 19 28 to

Special Damage or Repair Fee (if any) £30/- Received by me,

Travelling Expenses (if chargeable) £

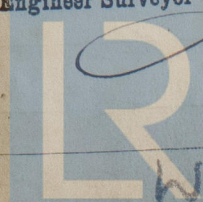
Committee's Minute

FRI 2 MAR 1928

Assigned + LMC (M) 4 27

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation



# Modified Survey of oil Engines

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.

due 3.27 completed

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC (M) 4.27.

25A.  
29/2/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register  
Foundation