

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

(Received at London Office)

13 JAN 1928

Date of writing Report 8.1.28 When handed in at Local Office 9.1.28 Port of Fiume

No. in Reg. Book 41784 Survey held at Fiume Date, First Survey and Last Survey 28.12.1927 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel M/S MARISKI &amp; VIRGINIA.

Tonnage Gross 641 Net 364 Vessel built at Nakskov By whom A/S Nakskov Skibsværkt When 1921 11

Engines made at Holby By whom A/S Holby Dieselmotorfabrik When 1921

Boilers, when made (Main) (Donkey) Owners' Address (if not already recorded in Appendix to Register Book) Port Fiume Voyage Adriatic

No. of Main Boilers Owners Managers If Surveyed Afloat or in Dry Dock (State name of Dock) afloat

No. of Donkey Boilers Steam Pressure in Main Boilers In Donkey Boilers

Last Report No. 7538 Port Gen. LMC(M)

Particulars of Examination and Repairs (if any) LMC(M)

(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. H 9.11.27

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.

Has the shaft now fitted been previously used? 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?

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

and Main Compressor to be opened out and examined, this will be done on vessel's return from the present voyage in about 3 weeks time.

Now done: Main oil engine: The cylinders No. 1 &amp; 2 with covers, valves, valves gears, pistons and connecting rods with piston rings, crank journals No. 1 &amp; 2

main bearings with branes examined and found in good order. No. 1 Crank

shaft bearing inside - metal broken, now crankshaft bearing branes renewed.

All remainder valve gears, pumps and all other parts of main engine examined as far as practicable and found satisfactory.

Daily service tanks, their fittings and connections examined and found good.

General Observations, Opinion, and Recommendation:— The vessel's machinery is in my

(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, &amp;c.: thus, for example, B.S. 9, 11, B.S.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., R.L., &amp;c.)

opinion eligible to remain as now placed with record of + LMC(M) with date

when the survey is complete.

Survey Fee (per Section 25) 184/- Fees applied for 9.1.28 10

Special Damage or Repair Fee (if any) (per Section 25) 30/- Received by me, 19

Travelling Expenses (if chargeable) Committee's Minute FRI. 20 JAN 1928

Assigned Deferred for Comp LMC(M) FRI. 2 MAR 1928

Lloyd's Register Foundation

WILL - 0200



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. party held 4.27 advanced  
states will be completed on return in  
about 3 weeks.

It is submitted that this  
vessel WILL BE eligible for  
the record + L.M.C. (M) 4.27 when  
one ins shaft bearing & the main  
compressor have been examined

J.P.

16/28.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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