

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

(Received at London Office)

20 JAN 1934

Date of writing Report 11<sup>th</sup> Jan 1934 When handed in at Local Office 11<sup>th</sup> Jan 1934 Port of IstanbulNo. in g. Book Survey held at Istanbul Date, First Survey 6<sup>th</sup> Jan 1934 Last Survey 8<sup>th</sup> Jan 1934 (No. of Visits 2)

95935 on the Machinery of the Wood, Iron or Steel Sc. TAIDE

Gross	2770	Vessel built at	Naples	By whom Bacini - Scarboletano When 1921 7/2
Net	1563	Engines made at	- do -	By whom - When 1927
nominal use Power	185 249	Boilers, when made (Main) N.B. made 1922-refitted 1927 Donkey		1921
of Main Boilers	2	Owners	A. Lauro	Owners' Address
of Donkey Boilers	1	Managers	✓	(if not already recorded in Appendix to Register Book.)
am Pressure		If Surveyed Afloat or in Dry Dock	Yes	Port Naples Voyage ✓
Main Boilers	185			Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Donkey Boilers	100			CHARACTER. S.S. for Special Survey. Date of last Survey and of Periodical Surveys.

Last Report No. Port Part L. &amp; H.C.

Particulars of Examination and Repairs (if any) Part L. &amp; H.C.

Periodical Surveys, when held, must be reported in detail and summary in the terms of the Rules. State clearly the use 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 entries 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 or 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? No.

Do. " Donkey " "

This was not done, state for what reasons? Boilers not prepared for survey.

What parts of the Boilers could not be thus thoroughly examined?

Do 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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the 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 the 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 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. To complete the L. & H.C.

The following parts remain to be examined:-

Main & Donkey boilers in their entirety, propeller, tail sea

cocks valves & fastenings, all auxiliary pumps, dynamos

& all electrical appliances, steering engine.

The Chief Eng. stated that the vessel was proceeding to

Naples via Baumagia, when all rule requirements to complete

the survey would be carried out.

Had Done. Examined cylinders pistons, valves & casings, crank

thrust & intermediate shafting, main engine pumps, &

condenser (tested).

The following repairs require to be carried out:-

Shank collars to face up in lathe; nos. 2 & 5 intermediate [P.T.O.]

General Observations, Opinion, and Recommendation:- The machinery of this

(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.)

vessel, as far as now seen, is eligible in my opinion to

remain as classed, with record of L. & H.C. (with date)

when the survey is completed - repairs carried out.

Survey Fee (per Section 29) Part L. & H.C. £ 17:10:0 Fees applied for

50/- (21+21) fees see Jan. 10 1934

Special Damage or Repair Fee (if any) £ : : Received by me,

(per Section 29) £ : 15:0 Jan. 13 1934

Travelling expenses (if chargeable) £ : : I.P.R. slip

Committee's Minute

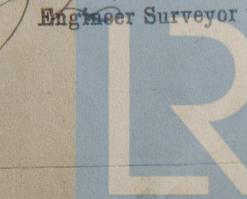
Assigned Not for Classing Committee

DUAL CLASS

Insert character of ship and record precisely as in the Register Book

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

W1265-0008



Lloyd's Register  
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On Board vessel China Star Line

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.

Laride (cont'd.)

shaft bearings to be lined up, forward feed ram  
to be squared up.

J.S.

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