

Report of Survey for Repairs, &c., of Engines and Boilers. No. 9203

(Received at London Office 20 JUN 1931)
 Date of writing Report 19 When handed in at Local Office June 16 1931 Port of Trieste

Survey held at Monfalcone Date, First Survey Mar 27 Last Survey June 5 1931
 786 on the Machinery of the Wood, Iron or Steel L.S. Vesta now Pegasus (No. of Visits four)
 Gross 3596.95 Vessel built at Camden N.Y. By whom New York S. B. Co. When 1915
 Net 2128.26 Engines made at Camden N.Y. By whom New York S. B. Co. When 1915
 Main Boilers 2 Boilers, when made (Main) 1913 (Donkey) -
 Donkey Boilers - Owners Standard Transportation Co. Owners' Address
 Pressure - Managers Port now Hong Kong Voyage Black Sea
 Main Boilers 200 If Surveyed Afloat or in Dry Dock afloat & DR
 (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port
 Particulars of Examination and Repairs (if any) Repairs

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case. E. 16.4.31

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?

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Were any repairs done? If so, 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 Boilers?

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? 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?

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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3 7/8

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

Propeller, stern bush, outside fastenings examined and found in order. Main injection valve renewed. Main Condenser fore & after water ends and several defective condenser tubes renewed. The condenser was afterwards tested and found in order. L.P. piston machined in lathe and new elastic rings fitted. No 2, 3 & 4 top half of main bearings re-metalled. M.P. crank pin trusses re-metalled. K.P. piston eccentric re-metalled. Steam cylinder of after main feed pump bored out and new piston and rings fitted. Collision decks of the after end of Boilers renewed. Circulating pump and feed pump castings renewed. A new cargo pump room have been fitted between frames 80-85 per enclosed approved plan. The arrangements of pumps etc.

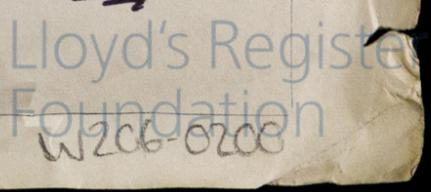
General Observations, Opinion, and Recommendation: - The Machinery of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

is eligible in my opinion to be classed with from record of L.M.C. 2.31 and notation of Tail shaft reer (ch) 2.31

Survey Fee (per Section 24) Lira 600 Fees applied for 17-6-1931
 Special Damage or Repair Fee (if any) Lira 180 Received by me, 10/8/1931
 Travelling expenses (if chargeable) Lira 180
 Committee's Minute TUE. 7 JUL 1931
 Assigned Reinstate: Filled for oil fuel 4-13 &c + L.M.C. 2-31; S. C. 2-31
 Machinery particulars. CERTIFICATE Writen in dupl. 12.8.31

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

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



pipes and electric installation has been examined
and found satisfactory.

See also New York Report No 32615

The Doukey Boiler has been removed from the ship

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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