

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

DEC 14 1939

(Received at London Office)

Date of writing Report 10/9/39. When handed in at Local Office 29/11/39. Port of ANCONA

No. in Reg. Book. Survey held at ANCONA Date, First Survey 10/9/39. Last Survey 10/9/39. (No. of Visits One)

10082 in on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "M A R I A R O S A" ex "TRITON"Supp. Gross 4211 Vessel built at Newcastle By whom Northumberland S.B.Co. When 1914 5
Tonnage Net 2670 Engines made at " By whom N.E. Marine Eng.Co.Ltd When 1914

Nominal Horse Power 371 Boilers, when made (Main) 1914 (Donkey) -

No. of Main Boilers 3 SB Owners Francesco Galli fu Giovanni Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers Port Genoa Voyage

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Afloat

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

Last Report No. 9680 Port Mch

Particulars of Examination and Repairs (if any) COMM. B.S.

CHARACTER.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.E., if any).
* 100 A.I.		* LMC.6,36
10-37		B.S.4-39
ss.Shl.N°3-6-27		
ss.Pir.N°2-36		CL.10-37

Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes (Centre)

" " Donkey " " "

If this was not done, state for what reasons? Other Boilers not prepared for survey.

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?

State latest date of internal examination of each boiler Centre, 10/9/39.

Did the Surveyor examine the Safety Valves of the Main Boiler? No 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? Yes, Centre B.L. and of the Donkey Boilers?

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

Did the Surveyor examine all the mountings of the Main Boilers? No, and of the Donkey Boilers?

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

State date of examination of Screw Shaft State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Centre Boiler- Examined internally and externally. Examined shell, end plates, furnaces,

combustion chambers, tube plates, tube nests, stays and screw stays. All found in good condition. The

mountings could not be examined as the vessel was ordered to leave whilst the survey was being held.

To Complete the Survey the port and starboard boilers remain to be examined in their entirety, the

safety valves and mountings of the centre boiler to be examined and the safety valves of all boilers

to be adjusted.

General Observations, Opinion, and Recommendation:— The boiler now examined is in good condition

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, R.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

and the vessel is eligible, in my opinion, to remain as classed with fresh record of B.S.9-39 on completion of the survey.

Survey Fee (per Section 29) Comm BS, £ Lit: 185

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable) ANCONA GENOA £ Lit: 25

Committee's Minute WED 20 DEC 1939

Assigned Deferred for No. 3

W421-0031

(Sgd) Camillo Rinaldo.

N.E. Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

