

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

(Received at London Office)

Date of writing Report 25/6/34 When handed in at Local Office 25/6/34 Port of SPLITNo. in Reg. Book. 28073 Survey held at SIBENIK Date, First Survey 13th. June 1934 Last Survey 19th. June 1934 (No. of Vents 2)on the Machinery of the WOOD, Iron or Steel Sc.Sr. "ISKRA"Tonnage { Gross 4030 Vessel built at Sunderland By whom J. Priestman & Co. When 1902-3  
Net 2604 Engines made at -do- By whom G. Clark, Ltd. When 1902Nominal Horse Power 312 Boilers, when made (Main) 1902 (Donkey) -----No. of Main Boilers 2 Owners Jugoslavenski Lloyd A.D. Owners' Address Trieste for  
(if not already recorded in Appendix to Register Book.)No. of Donkey Boilers 0 Managers ----- Port Dubrovnik Voyage demolitionSteam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Sibenik afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).in Donkey Boilers 0 (State name of Dock.)Last Report No. ----- Port -----Particulars of Examination and Repairs (if any) GENERAL EXAMN.

(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? See below

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

" " 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? -----

State latest date of internal examination 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 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 date of examination of Screw Shaft ----- State the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft -----

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

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

Boilers with mountings, doors and fastenings examined externally; all furnaces and combustion chambers examined and found in good condition. Before sailing, boilers examined under steam and safety valves tested and found to be in good working order. Main engines tested under working conditions and found satisfactory. All auxiliary pumps tested under steam and found efficient. Pumping arrangements tested throughout vessel 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, R.S. 9,11, R.&M.S. 9,11, or \* L.M.C. 9,11, 120 lb., F.D., &c.)

The machinery of this vessel is, in my opinion, eligible to remain as classed, without fresh record of survey, for the duration of the voyage from Sibenik to Trieste where, it is stated, the vessel is to be broken up.

Survey Fee (per Section 29) £dn. 1740 Fees applied for 25/6/34

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

Travelling expenses (if chargeable) £ : 137 FRI. 27 JUL 1934

Late attendance fee ----- Committee's Minute -----

Assigned Deferred UNDERTAKING CASE

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

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

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation