

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

(Received at London Office)

26 JUL 1926

Date of writing Report July 22 to 26 When handed in at Local Office July 23 to 26 Port of Trieste

No. in Reg. Book. 33684 Survey held at Venice Date, First Survey July 12 Last Survey July 12 1926  
(No. of visits one)

on the Machinery of the Wood, Iron or Steel S. S. Lorrino

Tonnage { Gross 4809  
Net 2934 Vessel built at Funderland By whom J. L. Thompson & Co. Ltd. When 1901 7

Nominal Horse Power 492 Engines made at Hockton By whom Blair & Co. Ltd. When 1901

No. of Main Boilers 3 Boilers, when made (Main) 1901 (Donkey) 1901

No. of Donkey Boilers 1 Owners C. Serolo fu G. B. Owners' Address (if not already recorded in Appendix to Register Book)  
Managers \_\_\_\_\_ Port Genoa Voyage Marseille

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.) \_\_\_\_\_

in Donkey Boilers 150 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Edo. of L.M.C.

(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.)

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 \_\_\_\_\_

Is the shaft now fitted new? \_\_\_\_\_ 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? To complete the survey the propeller, screw shaft, stern bush, sea connections; the L.P. cylinder, piston and rod; the crank shaft except H.P. & L.P. crank pins; the flanges of all pumps; the auxiliaries and piping arrangements are to be examined. The condenser is to be tested. The donkey boiler is to be examined in its entirety and the owners stated this will be done at Marseille where the vessel is now proceeding for repairs.

Now done: M.P. cylinder and piston, H.P. & L.P. slide valves and faces, thrust and tunnel shaft, H.P. & L.P. crank pins; feed, bilge and circulating pump valves examined and found in order. Condenser examined and recommended to be tested.

General Observations, Opinion, and Recommendation:— It is submitted the vessel is worthy to remain as classed with notation of +LMC with date on completion of survey.

Survey Fee (per Section 28) lit 400- Fees applied for 23/7/1926

Special Damage or Repair Fee (if any) \_\_\_\_\_

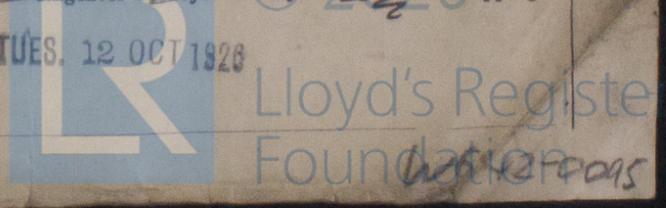
Travelling Expenses (if chargeable) lit 210- Received by me, \_\_\_\_\_

Committee's Minute TUES. 10 AUG 1926 FRI. 10 SEP 1926 TUES. 12 OCT 1926

Assigned Deferred

*R. Lorrino*  
Engineer Surveyor to Lloyd's Register of Shipping.

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



SS. No 3 due 3.26 + Os due 7.25, partly  
held 5.26, advanced.  
Completion at Msl.  
Screw shaft due 6.26.

*It is submitted that this vessel will be eligible for the receipt.* +d uc 5.26, when the  
Screw shaft propeller, sea  
connections & fastenings, the  
S. cylinder & piston, the crank  
shaft (except AP & LP pins)  
pumps (except valves of  
feed bilge & circulating  
pumps) auxiliaries,  
pumping arrangements,  
main steam pipes  
have been seen, the  
condenser tested,  
the D.S. held  
in its entirety.

J.H.  
3/8/26  
Adv.  
msl

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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