

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

(Received at London Office 26 JUL 1928)

Date of writing Report July 22 1926 When handed in at Local Office July 23 1926 Port of Trieste

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

33684 on the Machinery of the Wood, Iron or Steel L. S. Lorrino

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

Nominal Horse Power { 492 Engines made at Blackburn By whom Blair & Co. Ltd. When 1901
(Donkey) 1901

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

No. of Donkey Boilers 1 Owners C. Deroldi fu G. B. Owners' Address _____
(if not already recorded in Appendix to Register Book).

Steam Pressure— in Main Boilers 200 Managers _____ Port Genoa Voyage Marseille

in Donkey Boilers 150 If Surveyed Afloat or in Dry Dock afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.) _____
(State name of Dock.)

Last Report No. _____ *Port* _____
Particulars of Examination and Repairs (if any) *Edw. 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	"	"
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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?

... end of the Donkey Boiler?

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

and of the Donkey Boller?

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 HP & LP 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 owner stated this will be done at Marcell where the vessel is now proceeding for repairs.

Now done: HP cylinder and piston, HP & LP slide valves and faces, Wrist and tunnel shaft, HP & LP 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
 (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 S.L.M.C. 9.11
 140 lb., E.D., &c.)
is worthy to remain as classed with notation of +LMC with
date on completion of survey.

Survey Fee (per Section \$8).....	<i>Lit</i>	<i>400-</i>	Fees applied for <i>23/7/</i> 19 <i>16</i>
Special Damage or Repair Fee (if any)..... (per Section \$8.)	<i>Lit</i>	<i>210-</i>	
Travelling Expenses (if chargeable).....	<i>Lit</i>	<i>210-</i>	
			Received by me, 10

Committee's Minute TUES. 10 AUG 1926

FRI. 10 SEP 1928

TUES. 12 OCT 1928

Assigned Deferred

Lloyd's Register
Foundation

S.S. 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 record.

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.

to M.C. 5.26, when the
Screw shaft propeller, Sea
connections & plumbing, the
S.S. cylinder & piston, the crank
shaft (except H.P. & L.P. pins)
pumps (except valves of
feed bilge & circulating
pumps) auxiliaries,
pumping arrangements,
main steam pipes
have been re., the
condenser tested,
& the S.S. held
in its entirety.

J.H.

3/8/26

Adv.
msl

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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