

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

(Received at London Office)

Date of writing Report 17th March 1932 When handed in at Local Office _____ 19____ Port of Copenhagen

No. in Reg. Book. 36972 Survey held at Copenhagen Date, First Survey 14th March Last Survey 15th March 1932 (No. of Visits 2)

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

Tonnage { Gross 6805 Vessel built at Newcastle By whom Palmer's Co Ltd When 1902-9
 Net 4277 Engines made at Newcastle By whom Palmer's Co Ltd When 1902-9

Nominal Horse Power 564 Boilers, when made (Main) 1902 (Donkey) _____

No. of Main Boilers 4/13 Owners Soc. Italiana di Nav. e Trasporti Owners' Address _____
 (if not already recorded in Appendix to Register Book.)
 Port Genoa Voyage Ruma

No. of Donkey Boilers _____ Managers _____
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock on pontoon
 (State name of Dock.) H. Burmeister & Wain

in Donkey Boilers

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

(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 or 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? No

Do. " Donkey "

If this was not done, state for what reasons? The boilers were not due 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?

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? 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? No

Has shaft now been changed? No 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 the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft Not gauged

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

Survey on floating dock.
The reconnections and their fastenings examined and found good.
The propeller shaft, stern tube and stern bush found good, so far as could be seen, the shaft not being drawn in.
The propeller examined and found good.

An interim certificate has been issued as per copy enclosed.
The Certificate of the Registro Italiano endorsed:

Surveyed again at Copenhagen on the 15th March 1932 the propeller and the reconnections with fastenings.

Recommended that the vessel be continued in her present class in the Registro Italiano (P.T.O.)

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, B.S. 9,11, B.&M.S. 9,11, or S.L.M.C. 9,11, 140 lb., F.D., &c.)
Recommend the vessel's machinery to remain as classed without fresh record of survey.

For Fees see L.R./R.I. slip

Survey Fee (per Section 29) £ 2.4 00 Fees applied for 2/3 1932

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

Travelling expenses (if chargeable) _____

Received by me, _____ 19____

Committee's Minute FRI. 1 APR 1932 PM. 17 FEB 1932

Assigned As now TUE. 17 JAN 1933

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year issued now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100A1-10.30</u>		<u>LML 4-27</u>
<u>s.s. Sal. 2nd No 3-11, 28</u>		<u>BS-12.31</u>
<u>Carrying Petroleum in bulk</u>		<u>Tail shaft seen 10.30 C.L. Fitted for oil fuel 10.30 F.P. 150° F</u>

If so, is the Report sent now, or when will it be sent? As now

Is a Certificate required? If so, to be sent to _____ W663-0061



Stad G. TROPICO

Per conto del Registro Italiano

L. Nausen

Surveyor to Lloyd's Register of Shipping,
Copenhagen

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.

It is submitted that
this vessel is eligible to
remain as CLASSED.

29/3/32.



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Foundation