

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
 on the Machinery of the Wood, Iron or Steel TROPICO (No. of Visits 2)
 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 "
 No. of Donkey Boilers " Managers " (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb Port Genoa Voyage Roma
 in Donkey Boilers " If Surveyed Afloat or in Dry Dock on pontoon
 (State name of Dock.) B. Burneide & Wain

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 vitae 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 seaconnections and their fastenings examined and found good.

The propeller shaft, skintube and skimbush 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 seaconnections 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 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

Survey Fee (per Section 29) £ 2.4.0Special Damage or Repair Fee (if any) (per Section 29.) £ :Travelling expenses (if chargeable) £ :

Fees applied for

21/3 1932

Received by me,

19

Committee's Minute

FRI. 1 APR 1932

PM. 17 FEB 1933

Assigned

As now

TUE. 17 JAN 1933

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Shal. G. TROPICO

Per conto del Registro Italiano

L. Hansen

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.

24/3/32.



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