

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

1919 When handed in at Local Office 15.4 1919 Port of *Fiume*
Fiume Date, First Survey 10/3/1919 Last Survey 19/3/1919
 (No. of Visits 3)
 of the Wood, Iron or Steel *L. Luciano Manara* Master
 el built at *St. Glasgow* By whom *Russell & Co.* When 1901 6
 nes made at *Greenock* By whom *J. Fincaid & Co.* When 1901
 (Donkey) 1912
 ers, when made (Main) 1901
 ers *Requis. by the Ital. Govt.* Port *Genoa* Voyage
 rveyed Afloat or in Dry Dock *(Italian Ship)*
 (State name of Dock.) *Danubius*

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

CHARACTER + for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assig. now expired	Machinery and Boiler Surveys (including date of N. B., if any).
+100 A1 Char. 3.5.17 S. T. N. 3.6.14 Examined 8.18		+ LHC 8.18 45.6.17 BS. 5.17 NDB 1

ation and Repairs (if any) *L.N. 1*

ed in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be due to other causes; and besides being detailed in the body of the report, should be briefly summarised the dates and initials of any letters respecting this case.

as not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

damage report made by anyone else? If so, by whom?

each Main Boiler separately and make a thorough examination at this time? *yes*

Donkey " " *yes*

asons?

not be thus thoroughly examined?

nce of internal examination, were adopted by the thorough efficiency of those parts of each Boiler?

Valves of the Main Boiler? *yes*

To what pressure were they afterwards adjusted under steam? 180 lbs

Valves of Donkey Boiler? *yes*

To what pressure were they afterwards adjusted under steam? 80 "

holes, doors and their fastenings of the Main Boilers? *yes*

and of the Donkey Boiler? *yes*

plugs of the Main Boilers? *none*

and of the Donkey Boiler? *none*

ountings of the Main Boilers? *yes*

and of the Donkey Boiler? *yes*

examined? Is it fitted with continuous liner? *yes*

or two liners? or is it without liners?

If so, state reasons

Has it a continuous liner? *yes* or two liners? or is it without liners?

tate of stern bush and top of after bearing of screw shaft? *a good fit*

what arrangement have been made for its completion and what remains to be done? *complete*

for men by named *Presidua Stefano* of Trieste under repairs afloat and on dry dock at the *subius* for a long time but the Surveyor was to carry out the survey and owing to the change of not having in our office the last edition of book it was found out after the vessel had red and some repairs to engines carried out was classed. It is submitted, in view of conditions, to take into consideration the case of the survey to tail shaft and bottom, carried out and declaration by the technical staff of the yard and opinion of authorities of the Italian Navy.

n, Opinion, and Recommendation: — It is submitted the 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 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 F. D. &c.)

to remain as classed with fresh Record 2.19 and Record of Tail shaft seen 3.19 to the consideration of the Committee.

live it 360.

Fees applied for

14/3/1919

Received by me,

19/3/1919

Engineer Surveyor

TUE. 22 JUL. 1919

FRI. 22 AUG. 1919

FRI. 23 JAN. 1920

FRI. APR. 16 1920

Lloyd's Register Foundation

NB. — If this Report is copied by Copying Press, special 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 engines were opened up and examined. Bylin-
ders, pistons, slide valves and rods examined & repaired.
Examined eccentric, top & bottom ends, crank shaft
and tunnel shafting. The shafting was rectified
the last two tunnel bearings were shifted as the
shaft line was not rightly centered. The back shaft
was drawn and the stern tube rightly centered in
accordance to the shafting. Examined all main
and tunnel bearings in good condition. Opened
up and examined the air-circulating, bilge feed
pumps all overhauled and put in good working
condition, several valves renewed, condenser opened
up, examined, cleaned and tested. All piping overhauled.
Examined main boilers and double boiler in-
ternally and externally and all mountings put in
good working condition. All tubes drawn, feared
and refitted. Internally to combustion chambers
some minor repairs carried out with oxy-acetylene
process. Starb. furnace of port boiler found down,
straightened and stiffening rings fitted. Frontal
plate of port boiler repaired fitting a piece of plate
by the oxy-acetylene process. Gauged 80 rivets
in combustion chambers, 100 rivets of shell and
about 18' of seams. All auxiliary, pipings and
mountings overhauled, isolation of boilers
partly repaired. Extracting valves renewed.
Boilers afterwards tested by hydraulic pressure
and found tight, safety valves examined and
adjusted under steam.

Sea connections and outside fastening, propeller
and stern hub examined by the authorities of
Italian navy and reported to be in good condition.
After repairs were carried a trial trip was
made in presence of the undersigned, engines and
boilers and all auxiliaries are working in a quite
satisfactory manner.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN