

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

APR 22 1940

Date of writing Report 10. When handed in at Local Office 13/4/40 Port of TRIESTE

No. in Reg. Book. Survey held at VENICE Date, First Survey Apr 8 Last Survey Apr 8 1940 (No. of Visits One)

22719 on the Machinery of the Wood, Iron or Steel TUG. SC. CONTE ROSSO

Tonnage Gross 17879 Vessel built at Glasgow By whom W. G. & Co. Ltd. When 1922-2

Net 9909 Engines made at Glasgow By whom W. G. & Co. Ltd. When 1922

Nominal Horse Power 6000 Boilers, when made (Main) 1922 (Donkey) ✓

No. of Main Boilers 628 Owners Lloyd Triestino 300. Annali Nav Owners' Address ✓

No. of Donkey Boilers 1-11 Managers (If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 lb. Port TRIESTE Voyage

in Donkey Boilers 199 lb. If Surveyed Afloat or in Dry Dock Dry dock. (State name of Dock.) (ESLIZZO Smeini)

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING

(Periodical surveys, when held, must be reported in detail and verbatim 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? ✓

" " 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? ✓

State latest date of internal examination of each boiler ✓

Present condition of funnel(s) ✓

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 Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

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? ✓

Has shaft now been changed? ✓ 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 date of examination of Screw Shaft ✓

State the distance between lignum vitae on bearing-metal of stern bush and top of after bearing of screw shaft

(P. 6 1/2 mm
S. 7 1/2 mm)

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Now Done for Docking:- Vessel placed in drydock. Examined the propellers, aft. end of stern bushes and fastenings of all underwater connections. All found or placed in good condition.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good

(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.S.M.S. 9.11, & L.M.C. 9.11, or

LMC 140 lb., F.D., &c.)

condition as far as now seen, and is eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) £ 19

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

Travelling expenses (if chargeable) £

Fees applied for

Received by me,

19

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

JUL 30 APR 1940

As now subject



© 2018 Lloyd's Register Foundation

Jacking

It is submitted that
this vessel is of value to
the U.S. Coast Guard.

The vessel is subject to the high pressure
boiler & superheater being lost at
intervals of 6 months (next survey
due 5/40) & to 400 tons
of steam, being lost annually
(next survey due 11/40)

Yours

26. 4. 40

LR-FAF-T&S-331

