

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

18 NOV 1946

(Received at London Office)

Date of writing Report 6. 11. 1946 When handed in at Local Office 8. 11. 1946 Port of Trieste

Survey held at Trieste Date, First Survey May 16 Last Survey Oct 29 1946
(No. of Visits 26)

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

Gross 5441 Vessel built at Trieste By whom Lautive San Rocco S.A. When 1921 5
Net 3428 Engines made at Trieste By whom Stab. Tecnico Triestino When 1921

Boilers, when made (Main) 1921 (Donkey) —

Owners Lloyd Triestino S.A. Owners' Address Port Trieste Voyage

Main Boilers 3 Managers —
If Surveyed Afloat or in Dry Dock afloat & DR
(State name of Dock.) arsenale

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 assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+</u> <u>12-39</u>		<u>+</u>
<u>S.S. Mfl. No 3-4-34</u>		
<u>S.S. Tri No 1-18</u>		
<u>(Reclassification completed)</u>		

Particulars of Examination and Repairs (if any) L.M.C.

Radical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Has a damage report made by anyone else? If so, by whom? none

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? none

Were repairs not done, state for what reasons? —

What parts of the Boilers could not be thus thoroughly examined? —

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? —

What is the latest date of internal examination of each boiler? yes

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 185 lbs

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? yes, and of the Donkey Boilers? —

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boilers? —

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? —

Has the 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 the shaft now been changed? — If so, state reasons Please see letter S 7-6-46

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? —

What is the date of examination of Screw Shaft? — State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 4 in

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

Propeller, stern bush, sea connections, outside fastenings examined and found in order. Cylinders, pistons, slide valves and faces, crank, thrust & funnel shafts, condenser, all pumps and auxiliaries, piping arrangements examined and found in order. Condenser tubes drawn in, cleaned and replaced, re-riveted. Condenser tested satisfactorily. Crank shaft lifted, No 4, & 6 bearings re-metalled. After bearing of thrust block re-metalled. The whole shafting re-aligned. Boilers examined throughout and found in good condition. Port and centre furnaces of port Boiler failed up. A slight crack at bottle neck of

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in 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, * L.M.C. 9,11, or * L.M.C. 140 lb., F.D., &c.)

It is submitted the vessel is worthy to remain as classed with regard of * L.M.C. 10-46 and the notation of "Fitted for oil fuel 10-46 FP above 150°F"

Committee's Minute + L.M.C. 10-46

Signature Hot for oil fuel

Fees applied for 12/11/1946

Received by me, 19

Signature Apparicio Romatoff
Engineer-Surveyor to Lloyd's Register of Shipping.

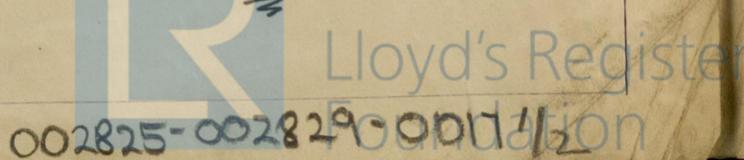
Signature + L.M.C. 10-46

Signature Hot for oil fuel

CERTIFICATE WRITTEN

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



002825-0028290001/30

SS. "Isorzo"

where furnace, centre Boiler welded up. Several plain tubes renewed in all Boilers. Superheater casings and coils removed, repaired as necessary and tested hydraulically to 40 kg/cm^2 found in order. Steam pipes removed, examined and tested by water to 38 kg/cm^2 satisfactorily. 21 lengths of main steam pipes renewed. All Boiler mountings and safety valves opened out, overhauled, examined and found in order. Safety valves adjusted under steam as above.

Electrical installation generally examined. Main Switch Board has been dismantled, cleaned, repaired and re-fitted. Subdistribution S. B. completely renewed and approved type of fuse fitted. Electric cables dismantled and about 50% of same renewed. Dynamo generally overhauled. Fans of Refrigerating plant examined and in order. Megger test carried out on all cable installation and found satisfactory.

Oil fuel burning installation fitted under special survey, in accordance with Section of the Rules and approved plans. The oil fuel tanks are those removed from T. S. Dardolo. They have been now opened out, examined and the heaters and filters tested hydraulically and found in order. All other prescribed tests have been carried out satisfactorily. The installation was tried in working condition with satisfactory result.