

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

(Received at London Office)

18 NOV 1946

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

in 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 S. S. Isonzo

Gross 5441 Vessel built at Trieste By whom Cantieri San Rocco S.R. When 1921 5

Net 3428 Engines made at Trieste By whom Stab. Tecnico Triestino When 1921

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

3 Main Boilers Owners Lloyd Triestino S.R. Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers — Managers Port Trieste Voyage

Pressure Main Boilers 180 If Surveyed Afloat or in Dry Dock afloat & DR (State name of Dock.) arsenale

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

Report No. Port

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

Medical 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 details 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

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

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

Donkey " " " none

s was 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?

latest date of internal examination of each boiler yes

he Surveyor examine the Safety Valves of the Main Boiler? yes

he Surveyor examine the Safety Valves of Donkey Boiler? —

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

he Surveyor examine the drain plugs of the Main Boilers? none

he Surveyor examine all the mountings of the Main Boilers? yes

screw shaft now been drawn and examined? no Is it fitted with continuous liner? —

shaft now been changed? If so, state reasons Please see letter S 7.6.46

the shaft now fitted been previously used? — Has it a continuous liner? —

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

Present condition of funnel(s) good

To what pressure were they afterwards adjusted under steam? 185 lbs

To what pressure were they afterwards adjusted under steam? —

, and of the Donkey Boilers? —

, and of the Donkey Boilers? —

, and of the Donkey Boilers? —

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

Is electric light and/or power fitted? yes

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

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

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. Crankshaft lifted, No 4, 2 & 6 bearings re-metalled. After bearing of thrust block re-metalled. The whole shafting re-aligned. Boilers examined throughout and found or placed in good condition. Port and centre furnaces of port Boiler faired 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 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 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 F.P. above 150°F"

Committee's Minute

signed + LMC 10.46

Hot for oil fuel

Fees applied for 12/11/46

Received by me, 19

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signed + LMC 10.46

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Hot for oil fuel

SS. "Gowzo"

where furnace, entire 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. Cars of Refrigerating plant examined and found in order. Megger test carried out on all cable installation and found satisfactory.

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. Dandolo. 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 and satisfactory result.