



AND ENGINEER SURVEYOR  
Z. A. OZEGOVIC

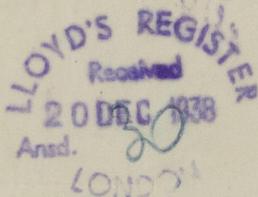
reference

# Lloyd's Register of Shipping.

HEAD OFFICE: 71, FENCHURCH STREET, LONDON, E.C.3.

Susak, 15th December 1938

Tomislavova Ulica No. 4/11.



Dear Sir,

With referenc<sup>w/</sup>e to the classification of the steamer "PLAVNIK" and to my Machinery First Entry Report No.869 and your letter of the 18th October 1938 Ref."E" addressed to the Trieste Surveyors, a copy of which has been forwarded to me, I have to inform you that during the course of the Boiler Survey now held, I have cleared the doubtful points mentioned in your letter, i.e.

Pumping arrangements: In addition to the 2½" direct bilge suction from the Engine Space with the ballast pump, there is another 2½" suction with a flexible hose tail pipe connected to an independent pump of 160 x 142 x 170 (and not 100 x 142 x 170, as mentioned in my F.E.Report).-

Following my recommendation a two - way cock for 2½" pipe for each side has been fitted to this independent pump in lieu of the flexible hose pipe, so that it can draw either from the starboard or from the port bilge. The pump in question is engaged only in this service, it is therefore not connected to any other suction.

Donkey pump discharge: to the main bilge line has been completely disconnected.

Electrical Equipment: There is no complete plan of the elec-

tric installation of this vessel available. The inspection of the installation held by me included examination of the cables which were partly disclosed for inspection, also of the boxes, fuses and the main switchboard. A working test was carried out, also an insulation test.

The installation consist of two generators each driven by steam engine, one made by Messrs. Sunderland Forge & Eng. Co.,, 12.5 Kilowatt at 100 Volt, with compound winding, the other made by Messrs. Bergmann E, G, , 5 Kilowatt at 110 Volt shund winding. They are not fitted for running in parallel and the main switchboard is corresponding to the Society's Rule requirements. The conductors are of the single wire system with hull return and the circuits breakers of the generators are of single pole type with fuse. Only one  $\frac{1}{2}$  HP motor for the vessels stores refrigerating plant is connected to the system.

I trust that all the points raised in your letter of the 18th October are thus cleared.

I am, Dear Sir,

Yours faithfully,

*Handwritten signature*



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Referred to the Chief Engineer Surbass

20 DEC 1938

*M. D.*

*Pumping arrangements*  
*W.S.P.*

*Electrical arrangements*  
*M. Patchell*

*20/12/38*

*noted in order*  
*noted*  
*noted*

*W.S.P.*

*I am, Dear Sir,*

18th October 1938

Dear Sir,

I have the pleasure to acknowledge the receipt of your letter of the 14th inst.

in relation to the proposed alterations to the existing power supply system at the

works, and in reply to inform you that the same have been referred to the Chief Engineer

Surbass for his consideration.

The proposed alterations are being considered in the light of the requirements of the

Works Act, 1901, and the regulations made thereunder.

It is noted that the proposed alterations are being considered in the light of the

requirements of the Works Act, 1901, and the regulations made thereunder.

Yours faithfully,

*M. D.*

Chief Engineer

Surbass

18th October 1938

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in relation to the proposed alterations to the existing power supply system at the

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ELECTRICAL