Rpt. 9.

No. 889

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

(Received at London Office DEC 20 1938)

Date of writing Report 15. 12. 1938 When handed in at Local Office 15. 12. 1938 Port of Susak

No. in Reg. Book. 81558 Survey held at Susak Date, First Survey 26. 11. 38 Last Survey 30. 11. 1938 (No. of Visits two)

on the Machinery of the ~~Wood, Iron~~ or Steel s/s PLAVNIK

Tonnage { Gross 2711 / Net 1649

Nominal Horse Power { 226

No. of Main Boilers —

No. of Donkey Boilers —

Steam Pressure — in Main Boilers —

in Donkey Boilers —

Vessel built at Hamburg By whom Schiffsw. (v. J. & Sch) A.G. When 1922

Engines made at Hannover By whom Hannoversche Masch. A.G. When 1922

Boilers, when made (Main) 1922 (Donkey)

Owners Jadranska Plovidbena Dioničko Drustvo Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Susak Voyage

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. Port

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 and expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|---|---|
| Class has been contemplated | | |
| Fitted for oil fuel | | |

Inscribe Character of ship and Machinery precisely as in the Register Book

## Particulars of Examination and Repairs (if any) compl BS

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes

" " 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 26. 11. 38 starbd MB Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lb

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? —, and of the Donkey Boilers?

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

Has screw shaft now been drawn and examined? — 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft —

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: starboard main boiler examined throughout with mountings and safety valves doors and fastenings and formed good.
Safety valves of both main boilers adjusted under steam as above.

Is a Certificate required? If so, to be sent to Jos. Šimak Susak

## General Observations, Opinion, and Recommendation:— The vessel machinery is in my

(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.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

opinion eligible to remain as now classed with record of BS - 10.38

Survey Fee (per Section 29) Smaić £ 550 : —

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

Travelling expenses (if chargeable) £ 350 : —

Fees applied for 15. 12. 1938 40

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 DEC 1938

Assigned See Ask. F.C. 869

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