

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

(Received at London Office)

Date of writing Report 8th October 1938 When handed in at Local Office 12/10 1938 Port of TRIESTE

No. in Reg. Book. 81558 Survey held at Pola & Susak Date, First Survey 29. 9 Last Survey 3. 10 1938
 on the Machinery of the ~~Wood~~ Steel S.S. "PLAVNIK" ex "MATIGNON" (No. of Visits two)

Tonnage } Gross 2711 Vessel built at Hamburg By whom Schiffswerk (V.G. & Sch.) A.G. When 1922
 Net 1649 Engines made at Hannover By whom Hannoversche Masch. A.G. When 1922

Nominal Horse Power 318 Boilers, when made (Main) (Donkey) ✓

No. of Main Boilers 2 SB Owners Budapesto Ake. Društvo "Oceania" Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers ✓ Port Susak Voyage ✓

Steam Pressure in Main Boilers 185 lb/sq. in If Surveyed Afloat or in Dry Dock Both Dock - Cant. Rav. Scoglio Olivi Pola
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking & Part B.S.

(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? Starbd. yes

" " Donkey " ✓

If this was not done, state for what reasons? Port boiler under steam

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 Starbd 10/38

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Starbd - yes

To what pressure were they afterwards adjusted under steam? Not adjusted

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? Starbd. 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? Starbd - yes

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 or bearing metal of stern bush and top of after bearing of screw shaft 3 1/2 in.

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 To complete the Boiler survey the PORT boiler requires to be examined in its entirety & the safety valves of both main boilers adjusted under steam. The Owner's representative states that this will be done on the vessel's return to SUSAK in six weeks time. Hence Surveyors advised.

Now done. Vessel examined in dry dock. Propeller, after end of stern bush & outside fastenings examined & found in order.

STARBOARD main boiler, with its doors & mountings examined throughout & found in good order.

General Observations, Opinion, and Recommendation:— It is submitted that the machinery

(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 L.M.C. 140 lb., F.D., &c.)

of this vessel is eligible to be considered for classification as recommended by the Susak Surveyor, & to be assigned a record of B.S. 10, 38 when the boiler survey has been completed satisfactorily.

Survey Fee (per Section 29) Lire: 205 Fees applied for 12.10 1938
 Special Damage or Repair Fee (if any) Lire: 220 Received by me, 19
 Travelling expenses (if chargeable) Lire: 220

Committee's Minute _____

Assigned _____

FRI 30 DEC 1938

See M. F. 869

Engine Surveyor to Lloyd's Register of Shipping.

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Submitted no action
pending completion of
classification survey

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