

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

JAN 24 1940

(Received at London Office)

Date of writing Report \_\_\_\_\_ 19 \_\_\_\_\_ When handed in at Local Office 16/11 19 40 Port of TRIESTE

No. in Survey held at Trieste Date, First Survey Jan 5 Last Survey Jan 5 19 40  
Book. 3402 on the Machinery of the Wood, Iron or Steel M.S. "DONIZETTI"

Age } Gross 2428 Vessel built at Noufalcons By whom Cantiere Navale Triestine When 1928-12  
Net 1420 Engines made at Trieste By whom Stabilimento tecnico When 1928

Boilers, when made (Main) (Donkey) 1928  
Owners "TIRRENIA, Soc. Anon. di Nav. Owners' Address  
(if not already recorded in Appendix to Register Book.)  
Port Trieste Voyage \_\_\_\_\_

Managers \_\_\_\_\_  
If Surveyed Afloat or in Dry Dock Dry Dock  
(State name of Dock.) Arsenale Lloyd Triestino

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. \*100A1  
Machinery and Boiler Surveys (including date of N.B., if any). \*LMC-CS-337

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 details 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.

Particulars of Examination and Repairs (if any) Locking  
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

As 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?

Did this was not done, state for what reasons? \_\_\_\_\_  
Did what parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

So 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 \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam? \_\_\_\_\_  
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?  , 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?  , 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 screw shaft now been drawn and examined?  Is it fitted with continuous liner?   
Is shaft now been changed?  If so, state reasons \_\_\_\_\_  
Is 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 4 1/2 in  
Is electric light and/or power fitted?  yes

Engine parts, when referred to by numbers, should be counted from forward.  
So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Is 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

Vessel placed in dry dock, the propeller, after end of stern bush, outside fastenings and sea connections examined and found in order.

The Owner stated that the vessel will be dry docked again three months when the screw shaft will be drawn for examination.

General Observations, Opinion, and Recommendation:— The vessel is worthy to remain  
(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, E.S. 9,11, E.M.S. 9,11, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)  
is classed without fresh record of survey regarding machinery.

Survey Fee (per Section 29) £ : : \_\_\_\_\_  
Special Damage or Repair Fee (if any) (per Section 29.) £ : : \_\_\_\_\_  
Travelling expenses (if chargeable) £ : : \_\_\_\_\_

Fees applied for \_\_\_\_\_  
Received by me, \_\_\_\_\_

Committee's Minute \_\_\_\_\_  
Assigned As now

Signature of Engineer Surveyor to Lloyd's Register of Shipping. [Signature]

Lloyd's Register Foundation

007794-007805-0232

TUE 13 FEB 1940

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

It is submitted that  
this vessel is eligible to  
register as UNCLASSIFIED.

Sehaft Survey due 2.40.  
Proposed to be held in 3mo.  
Submitted for approval

*[Signature]*  
9/2/40



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