

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

JAN 24 1940

(Received at London Office)

Date of writing Report 16th Jan 1940 When handed in at Local Office 17.1. 1940 Port of TRIESTENo. in Reg. Book. 29212 Survey held at Trieste Date, First Survey & Last Survey 4th Jan, 1940 (No. of Visits)

28132 on the Machinery of the Wood, Iron or Steel M.V. "MARIA"

Tonnage Gross 6339 Vessel built at Manfredonia By whom Cant. Nav. Triestino When 1926-11

Net 4007 Engines made at Turin By whom Fiat Stab. When 1926

Nominal Horse Power 606 Boilers, when made (Main) (Donkey) 1926

No. of Main Boilers Owners Italia P.A. di Nav. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Port Trieste Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

in Donkey Boilers 100 lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 12692 Port Tri

Particulars of Examination and Repairs (if any) C.S.

Periodical Surveys, when held, must be reported in detail and serially 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?

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

" " Donkey " " "

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?

the latest date of internal examination of each boiler.

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

the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

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

the 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?

the shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

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 C.S. - See Form 7 E.

Now done:- The Complete Working parts, including Compressor and Scavenge pump, of the port aft outboard Auxiliary engine opened up, examined, and found in good condition.

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.&M.S. 9, 11, L.M.C. 9, 11, or R.L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now seen, is in good condition and eligible in my opinion to remain as

classified with fresh record of survey C.S. (with date) on

completion.

Survey Fee (per Section 20) £150- Fees applied for 17/11/40

Special Damage or Repair Fee (if any) £10- Received by me, JUN 1940

Travelling expenses (if chargeable) £10- TUE. 30 JAN 1940

Committee's Minute

Assigned As now

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C. 9. advanced.

It is submitted that
the vessel is eligible to
be classed as CLASSED.

L. 4.
27/1/60.

For RMC :- On-apt
outboard generator
examined 6.40.



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