

DISCLOSED
SEC. NO. 521

DISCLOSED
BAY NO. 1000000

No. 12798

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 17.1.40 Port of TRIESTE

No. in Reg. Book 29212 Survey held at Trieste Date, First Survey & Last Survey 4th Jan, 1940 (No. of Visits)

28132
49010

29212 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 1 Owners Italia P.A. di Nav. Owners' Address Port Trieste Voyage Tri

No. of Donkey Boilers 1 Managers Stalis P.A. di Nav. If Surveyed Afloat or in Dry Dock Afloat
Steam Pressure in Main Boilers 100 lb. (state name of Dock.)

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 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?

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?

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 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 or placed 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.&N.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 classed 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) 0
Travelling expenses (if chargeable) 110/- Received by me, J. McFarlane

Committee's Minute AS NOW TUE. 30 JAN 1940

Assigned AS NOW JUN 1940

DUAL CLASS
L.R. & R.I.

CHARACTER.	Years assigned now required	Machinery and Boiler Survey (including date of R.B. if any)
+100 A.I. With free board 9,39		+L.M.C. C.S. 12,37
S.S. MEL No. 3-10,32		10,35
S.S. TRI. No. 1-37		D.B.S. 5,39
		+LLOYD'S R.M.C. 8,37
		S(C.L.) N 9,39

Survey confined to items stated below.

MADE AND PRINTED IN ENGLAND
20m. 7.50. - Transfer Ink.
The Surveyors are requested not to write on or below the space for Committee's Minute.

In a Certificate required if so, to be sent to

151-28800-59800
007865-007873-015

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Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation

C. J. advanced.

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

L. J.
27/1/60.

Note for RMC :- Post-apt
outboard generator
examined 6.40.



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