

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

(Received at London Office 13 NOV 1926)

Date of writing Report 11/11/26. 19 When handed in at Local Office 10 Port of Naples.

No. in Reg. Book. Survey held at Naples. Date, First Survey 9 Nov. Last Survey 9<sup>th</sup> 1926 (No. of Visits 1 time)

89967 on the Machinery of the ~~Wood, Iron or Steel~~ <sup>Under</sup> Ship "MARIA"  
Tonnage { Gross Vessel built at Trieste By whom Cant. Nav. Trieste When 1926  
          { Net Engines made at Turin By whom Fiat Stab Grandi Motori When 1926  
Nominal Horse Power { Boilers, when made (Main) (Donkey)  
No. of Main Boilers Owners Cosulich Soc Trieste di Nav Port Trieste Voyage USA  
No. of Donkey Boilers Managers  
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat  
in Donkey Boilers (State name of Dock.)

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 With freeboard class contemplated		Oil Engines

Last Report No. Port

## Particulars of Examination and Repairs (if any)

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?

Do. " 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?

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 Boiler?

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

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

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 new? 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 the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Complete (See Trieste First Entry Report) As per instructions received from Trieste Surveyors the following was now done:- Main Engines:- Spare gear completed by a supply of nuts for top and bottom ends, main bearing and crank shaft coupling bolts  
Auxiliary Engines:- Electric Genwater group N°3:- Compressor casing fitted in position and genwater tested under working conditions and found satisfactory  
Refrigerating Machinery:- Cooling down test carried out as required by rules. results given on Report form. 14. Report N° 2664 A.

## 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, or S.L.M.C. 9, 11, 14 & 15, R.D., &c.)

The above is forwarded for the information of the Committee (See Trieste First Entry Reports)

Survey Fee (per Section 28) Fees applied for 10  
Special Damage or Repair Fee (if any) (per Section 28.) Received by me, 10  
Availing Expenses (if chargeable)

Committee's Minute FRI. 3 DEC 1926  
Assigned See Trieste Report No 7361

Hodgson  
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.

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

Ask the  
Mr. F. E.  
to answer 1st entry &

N.B. - If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Attach

SP  
15/11/26

Mr Soden  
of F.E. not ready  
19/11 Please let me  
know when back  
to write to me for  
F.E.  
16/11/26



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Foundation

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