

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

Date of writing Report

When handed in at Local Office

(Received at London Office)

No. in  
Reg. Book.

Survey held at TRIESTE

Date, First Survey Apr 20

Last Survey Apr 22 1940

(No. of Visits two)

20558 on the Machinery of the Wood, Iron or Steel

S.S. BARBARIGO

Tonnage  
Gross 5293  
Net 3061

Vessel built at Monfalcone

By whom Cent. Nav. Trieste

When 1930-9

Engines made at Turin

By whom Soc. Ann. Fiat Stel. G. M.

When 1930

Main Boilers

Boilers, when made (Main)

(Donkey) 1930

Donkey Boilers

Owners "Italia" Soc. Ann. di Nav

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port TRIESTE

Voyage

Main Boilers

Managers

Main Boilers

If Surveyed Afloat or in Dry Dock yes

(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  
elapsed  
since  
last  
survey.Machinery and Boiler  
Surveys  
(including date of N.B., if any).

Report No. 12832 Port

Sri

Particulars of Examination and Repairs (if any) LMC CS DBS.

+100A. with fuel tank + LMC CS 4-39

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 initials and initials of any letters respecting this case.

In 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

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?

Donkey

yes

If 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?

Latest date of internal examination of each boiler Donkey boiler 20.4.40

Present condition of funnel(s)

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? yes

To what pressure were they afterwards adjusted under steam? 100 lbs/0"

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

and of the Donkey Boilers? yes

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? yes

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?

Screw shaft now been changed? If so, state reasons

Screw 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?

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

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

Is electric light and/or power fitted?

Did the Surveyor examine the generators, meters, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done DBS complete. It was

stated that the Continuous Survey would be further advanced at first opportunity.

DONE for LMC-CS:- The following machinery parts opened up and examined:-

Port fore auxiliary oil engine:- cylinders, covers, pistons &amp; piston rods.

Main engine driven circulating pump. 3rd. independent bilge pump. Starb. oil fuel daily service tank (internally)

The following air receivers (not accessible for internal examination) tested by hydraulic pressure:-

Main engine blast air (Nos 5 & 6) to 150 kgs/cm<sup>2</sup>Port fore. & port aft. aux. oil engine blast air (Nos 1 & 3) to 150 kgs/cm<sup>2</sup>Whistle air No 7 to 40 kgs/cm<sup>2</sup>

For ref. to Nos. see sketch sent to London 16.1.40.

[SEE NEXT SHEET]

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, &amp;c.; thus, for example, B.S. 0,11, B.&amp;M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &amp;c.)

The machinery of this vessel is in good condition so far as now seen, and is eligible in my opinion to remain as classed with peak records DBS 4-40 now, and + LMC with date, on completion of the survey.

Survey Fee (per Section 29) LMC CS 300-

Fees applied for

Special Damage or Repair Fee (if any) DBS 185-

Received by me,

Travelling expenses (if chargeable) 20-

19

Committee's Minute

FRI 17 MAY 1940

TUE. 5 MAY 1942

Assigned

DBS 4.40

OMIT CLASS ON RE-PRINT.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

007430-007437-0083 1/2



S.S. BARBARIGO

Now Done for DBS:- Donkey boiler examined internally & externally together with all mountings & doors.  
Safety valves adjusted under steam to 100 lbs 10"  
Examined the oil fuel burning installation and found satisfactory.

M.B.