

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

(Received at London Office FEB 28 1940)

Date of writing Report 10, When handed in at Local Office 21/2/40 Port of TRIESTE

No. in Survey held at Trieste Date, First Survey Feb 16 Last Survey Feb 16 1940
eg. Book. 20558 on the Machinery of the Wood, Iron or Steel M.V. "BARBARIGO" (No. of Visits two)

Tonnage Gross 5293 Net 3061 Vessel built at Monfalcone By whom Cont. Nav. Trieste When 1930 9
Engines made at Turin By whom Soc. An. Fiat Stab. Appando Milan When 1930
Nominal Horse Power 1219 Boilers, when made (Main) (Donkey) 1930
No. of Main Boilers Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Managers Port Trieste Voyage
Steam Pressure (in Main Boilers)
No. in Donkey Boilers 100 lbs
If Surveyed Afloat or in Dry Dock dry dock (State name of Dock.) Arsenalo Lloyd Trieste

Last Report No. Port Particulars of Examination and Repairs (if any) OK & 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.

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

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?

What was the latest date of internal examination of each boiler? 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? 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 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?

Has the shaft now been changed? If so, state reasons

Has 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?

What was the 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 2 1/2 mpm.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

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

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

It is stated that the C.S. will be continued as opportunity offers.

Work done: Vessel placed in dry dock, the propeller, after end of stern bush and the outside fastenings examined, found in good condition

Remarks: The port forward auxiliary engine, with the exception of the cylinders & covers, has been examined throughout including the attached blast air compressor, but not the attached starting air compressor, all found in good condition.

The starting air bottles Nos. 8, 10, 11, 12, 13 & 14 as per sketch previously forwarded to London (well end of Engine Room counting from port side) have been tested hydraulically to 150 atm. and found sound & tight.

General Observations, Opinion, and Recommendation: It is submitted the machinery of this vessel is eligible to remain as classed, the record of +LMC-C.S. with date, to be assigned when the survey has been completed.

(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 *LMC 140 lb., F.D., &c.)

It is submitted the machinery of this vessel is eligible to remain as classed, the record of +LMC-C.S. with date, to be assigned when the survey has been completed.

See Fees see

Survey Fee (per Section 29) £ 300- Fees applied for 21/2/40

Special Damage or Repair Fee (if any) £ Received by me, 19

Colling expenses (if chargeable) £ 15- Received by me, 19

Committee's Minute FRI 15 MAR 1940

Signed As now

CHARACTER. (Date of last Survey and of Periodical Surveys.)	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 with freeboard 4.39		+LMC-C.S.-4.39 4.39
SS. Tri. No. 2 - 39		J.B.S. - 4.39 T.S. CL-N-4.39
Fitted for carrying oil 9.30, F.P. above 150°F in deep tank		

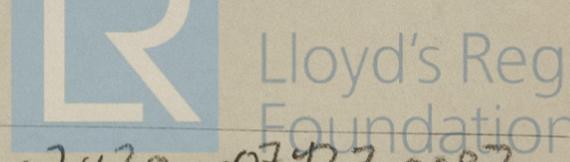
DUAL CLASS

OIL ENGINE

DUAL CLASS

L.R. & R.I.

W. Minchin
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

007430-007437-0087

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

C.S. advanced

It is submitted that
this vessel is eligible to
remain as **CLASSED**

Hru

11.3.40



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