

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

(Received at London Office 14 OCT 1927)

Date of writing Report 29.9.27 When handed in at Local Office 8.10.27 Port of Trieste

No. in Reg. Book 26971 Survey held at Monfalcone Date, First Survey July 20 Last Survey Sep 27 1927  
(No. of Visits fourteen)

Tonnage { Gross 3682 Net 2144 Vessel built at Birkenhead By whom Lammell Fair & Co. A When 1923 11

Nominal Horse Power 981 Engines made at Do By whom Do When 1923

No. of Main Boilers — Boilers, when made (Main) 1920 (Donkey) 1923

No. of Donkey Boilers 2 Owners Unifruiter S.S. Co. A Owners' Address (if not already recorded in Appendix to Register Book) Port Glasgow Voyage Trieste-Guoa

Steam Pressure in Main Boilers 140 lb Managers Clark & Lewis Port Glasgow Voyage Trieste-Guoa

in Donkey Boilers 80 lb If Surveyed Afloat or in Dry Dock afloat & DR (State name of Dock.)

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

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) See p. 8 & 9.

(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?

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

Do. " Donkey " " " " no

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? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? yes If so, state reasons liner worn

Has the shaft now fitted been previously used? no Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? a good fit; bottom part renewed

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

Damage stated to have been sustained to the propelling motor on 4th July 1927 by flooding of the motor space aft, due to the sounding pipe being left open while filling the No 5 Tank with fresh water. The electric motors were examined and the insulation of same was found wet, the adjusting slots of the brush arms filled with water. The insulation resistance was measured and found very low. It was recommended the insulation to be dried out and the brush arms to be dried and re-polished. The drying out of the insulation has been made by flashing in short circuits the coils with a low tension circuit and when the temperature rose to about 100° C the ventilation was put in to action. The condition of the insulation was found to be satisfactory.

General Observations, Opinion, and Recommendation:— It is submitted the vessel is worthy to remain as classed with word of crew shaft new c. 7. 9.27 subject to the propelling electric motors being re-examined at Guoa where the vessel is now proceeding.

Survey Fee (per Section 28) Le. Ph. £ 180

Special Damage or Repair Fee (if any) (per Section 28.) £ 540

Travelling Expenses (if chargeable) £ 210

Holiday fee £ 280

Committee's Minute

Assigned See Gen. rpt. No 10040

Fees applied for 27  
Sep 30, 1927

Received by me, Le. Ph. £ 180  
25-10-27  
22/10/27 Le. Ph. £ 1030

Le. Ph.  
English Surveyor to Lloyd's Register of Shipping.

TUES. 8 NOV 1927

CHARACTER.	Year Assigned now or expired.	Machinery and Boiler Survey (Including date of N.B., if any).
* for Special Survey. Date of last Survey and of Periodical Surveys.		
+ 100 A 1 with freeboard 7.24		+ LMC 1.24 C.L.
OIL ENGINE.		

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

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



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resistance was re-measured and found satisfactory on the after motor (2 megohms), that of the forward motor was still low (0.22 megohms). As the vessel was urgently needed by the owners it was arranged for a full load trial to be carried out and under this condition the motors were tested for four hours satisfactorily; the temperature was afterwards measured and found the follow: Atmosphere 25°C; After motor: Commutator 65°C, Armature 53°C, Field winding 48°C. Forward motor: Commutator 57°C, Armature 48°C, Field winding 39°C. As the vessel was needed to proceed immediately for Guoa (on four days trial for the new Diesel engines) arrangements were made with the owners representative for the propelling motors to be examined again in Guoa.

Four sets of new Triat Diesel engine now placed on board. See T.C. Report.

Propeller, stem bush, sea connections, outside fastenings examined and found in order. Fore shaft examined and found the liner badly scored in way of the stem bush. Spare shaft fitted and lignum vitae renewed. Mark on new shaft: No 6266 LLOYDS 6.10.23 FD

Safety cap fitted at the rounwing pipe in the after motor space.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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