

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

25 NOV 1954

Date of writing Report 18.11.54.

When handed in at Local Office 19.11.54.

Port of Rijeka

No in Reg. Book. Survey held at Rijeka

Date First Survey 8th Nov. 54. Last Survey 12th Nov. 1954.

52750 on the Machinery of ~~XXXXXXXXXX~~ Steel screw s.s. "BAKAR"

(No. of Visits 2)

Tonnage { Gross 334 Vessel built at East Cowes By whom J.S. White & Co. Ltd. Year 1931 Month 3
 Net 125 Engines made at Cowes By whom J.S. White & Co. Ltd. When 1931 3
 MN As Per Rule 111 Boilers, when made (Main) 1931 (Donkey) -
 No. of Main Boilers one Owners Jadranska Linijaska Plovidba Owners' Address -
 HS " " 1723 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers Port Rijeka Voyage Coasting
 Steam Pressure— If Surveyed Afloat or in Dry Dock On the blocks of floating
 in Main Boilers 200 lbs. (State name of Dock.) dock and afloat at Rijeka
 in Donkey Boilers - Particulars of Classification (which must be inserted
 precisely as in Register Book & Supplements).

Last Report No.

Port

Particulars of Examination and Repairs (if any) Boiler Survey & Docking (M)

(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 ~~XXXX~~ Main Boiler ~~XXXXXX~~ and make a thorough examination at this time?

" " Donkey " " "

If not, 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?

State latest date of internal examination of ~~XX~~ boiler 8.11.54.

Present condition of funnel // good

Did the Surveyor examine the Safety Valves of the Main Boilers // Yes To what pressure were they afterwards adjusted under steam? 200 lbs/sq"

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers // Yes , 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 // Yes , and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the

stern bush 1.8 mm Is electric light ~~XXXXXX~~ fitted? Yes If so, 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? -

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now done : Vessel in dry dock, propeller, aft end of stern tube, sea suction and bilge injection valves (opened up) and their outside fastenings examined and found in order.
 The boiler was examined externally & internally, together with its doors and fastenings, safety valves and all mountings and was found or placed in good condition.
 The boiler was later examined while under steam when the safety valves were adjusted to a working pressure of 200 lbs/sq.in. tested and all found satisfactory.

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, etc.)

The machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as now classed with fresh record of BS 11,54.

BS

Survey Fee (per Section 23) £ 4-07-06 + 3675 dinars.

Special Damage or Repair Fee (if any) £ : : (per Section 23.)

Travelling expenses (if chargeable) £ : :

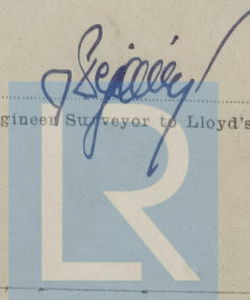
Committee's Minute

Assigned

TUESDAY 14 DEC 1954

BS 11,54

Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register Foundation

010580-010588-0272

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

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

BS due 11.57. mm held.

*It is submitted that this
vessel is eligible for THE
RECORD BS 11.57*

LM *2.4*

10 DEC 1954



© 2021

Lloyd's Register
Foundation