

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

17 AUG 1935

(Received at London Office)

Report made at New York on Aug 6 1935 When handed in at Local Office Aug 6 1935 Port of New York
Survey held at New York Date First Survey May 21 Last Survey July 30 1935
(No. of visits 5)

In the Machinery of the ~~Wood, Iron or Steel~~ 8 1/2" MONTAUK
No. 7772 Vessel built at Caudebec By whom New York SB Corp When 1919
4829 Engines made at " " By whom " " " " When 1919
577 Boilers, when made (Main) 1919 (Donkey)
Boilers 3 Owners Cantini Metallurgici della Owners' Address _____
Boilers Managers Luigia Giubba - Trieste Port Trieste Voyage _____
Boilers 2204 If Surveyed Afloat or in Dry Dock Both Libo
(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).
<u>HODAI Shell & DK</u>		<u>HLME</u>
<u>with tubular</u>		<u>MS 6-57</u>
<u>7-30</u>		<u>BS 10-29</u>
<u>SS Bol N-2-28</u>		<u>JS 7-30</u>
		<u>(4)</u>
<u>UNDERTAKING CASE</u>		<u>Fitted with fuel</u>
		<u>9.19 & 1500</u>

Port No. _____ Port _____
Years of Examination and Repairs (if any) BS+JS
Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and details in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has declined to do so, and why they were declined _____
Has a report made by anyone else? If so, by whom? _____
Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes
If not, state for what reasons? _____
If any of the Boilers could not be thus thoroughly examined? _____
If any 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? _____

Was an internal examination of each boiler made? Yes Present condition of funnel(s) Good
Were the Safety Valves of the Main Boiler examined? Yes To what pressure were they afterwards adjusted under steam? 210 lbs.
Were the Safety Valves of Donkey Boiler examined? Yes To what pressure were they afterwards adjusted under steam? _____

Were all the manholes, doors and their fastenings of the Main Boilers examined? Yes and of the Donkey Boilers? Yes
Were the drain plugs of the Main Boilers examined? Yes and of the Donkey Boiler? Yes
Were all the mountings of the Main Boilers examined? Yes and of the Donkey Boiler? Yes

Has the Main Shaft 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? Yes
Has the Donkey Shaft been drawn and examined? No If so, state reasons _____
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? Yes

Examination of Screw Shaft July 12-1935 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1/16"
If parts, when referred to by numbers, should be counted from forward. _____
If not complete, state what arrangements have been made for its completion and what remains to be done. Machinery not opened up

Remarks: Vessel placed on dry dock, tail shaft drawn & repaired etc. connections opened up & examined. Fastenings in good condition. Boilers examined internally & externally and found in good condition, mountings found & not placed in good order. Valves adjusted under steam to 210 lb at request of Chief Engineer. Giving sufficient pressure for the present voyage.

Engines and pumps examined under working conditions. The two pumps have been temporarily repaired.

Vessel has been sold to Italians & is proceeding to Trieste to be broken up.

Observations, Opinion, and Recommendation: The machinery is eligible, and no alteration required to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also 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 C. 140 lb., F.D., &c.)
In my opinion, to remain as now classed for the contemplated voyage to Trieste.

Section 29) Fees applied for July 30, 1935
Survey or Repair Fee (if any) £ : :
Section 29.) Received by me, _____
Fees (if chargeable) £ : : _____

Surveyor's Minute Deferred
NEW YORK AUG 7-1935
FRI. 8 NOV 1935
Engineer Surveyor to Lloyd's Register of Shipping. W. Anglin

UNDERTAKING CASE
W490-0264
Lloyd's Register Foundation

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

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