

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

(Received at London Office)

-4 SEP 1933

Date of writing Report 31.8.33 When handed in at Local Office 31/8 1933 Port of TRIESTE  
 No. in Reg. Book. 35589 Survey held at Monfalcone Date, First Survey 28/8 1933 and Last Survey 28/8 1933  
 on the Machinery of the Wood, Iron or Steel Trim to "STELLA D'ITALIA" (No. of Visits One)  
 Tonnage { Gross 5884 Vessel built at Sunderland By whom Sir J. H. & Sons Ltd When 1904-11  
 Net 3395 Engines made at Sunderland By whom J. Clark & Co. When 1904  
 Nominal Horse Power 1004 Boilers, when made (Main) 1904 (Donkey) ✓  
 No. of Main Boilers 6 Owners Lloyd Triestino Owners' Address Port Trieste Voyage Monfalcone  
 No. of Donkey Boilers 30+338 Managers ✓ (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 200 lbs ✓ Surveyed At in Dock Monfalcone  
 in Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machine and Boiler Surveys (including date of N.B., if any)
<u>100 A1</u>	<u>LMC</u>
<u>Holder with fld.</u>	<u>MS 3.28</u>
<u>9.31</u>	<u>BS 4.33</u>
<u>AN. 4. N3-12.19</u>	<u>TS P 3.32 CL</u>
<u>8.5. N2-28</u>	<u>S 10.32 CL</u>
<u>Fitted for oil fuel 12.19 F.P. abn 150°F</u>	

Last Report No. PortParticulars of Examination and Repairs (if any) Docking

(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 or 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? No

Do. " Donkey " " " " ✓

If this was not done, state for what reasons? Survey not due

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 Boilers? ✓

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? 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? ✓

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 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 P 7m/m S 5m/m

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

Docking Vessel placed in floating dock. Propellers, stem bushes & outside fastenings examined & found in order.

DUAL CLASS

L.R. &amp; R.I.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as now seen, is eligible in my opinion to remain as classed without fresh record of Survey.

Survey Fee (per Section 20) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling expenses (if chargeable) ✓ : :  
 Received by me, A. Hunter

Committee's Minute

FRI. 15 SEP 1933

TUE. 7 NOV 1933

FRI. 12 JAN 1934

Assigned

Deferred

Engineer Surveyor to Lloyd's Register of Shipping.

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Foundation



Working

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

Here  
13. 9. 33

permitted to have half further work so much to make up in depth is

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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