

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

(Received at London Office)

Date of writing Report 25-10-47 1947 When handed in at Local Office 8/11/47 1947 Port of Genoa

No. in Survey held at Genoa Date. First Survey 19th July 47 Last Survey 20th Oct. 1947
g. Book. (No. of Visits 15)

2433 on the Machinery of the Wood, Iron or Steel MV "ANTEO" EX "BOSTONIAN."

Gross 6665 Vessel built at Palermo By whom Partini Navali Runiti Year. Month. 1934 . 11.
Net 3940 Engines made at Genoa By whom Soc. ANON. FIAT S. G. M. When 1934

Nominal MN. 911 Boilers, when made (Main) (Donkey) 1934.

of Main Boilers ✓ Owners Soc. Liguri di Armamenti Owners' Address ✓

of Donkey Boilers 2 Managers ✓ (if not already recorded in Appendix to Register Book.)
Main Boilers ✓ Port Genoa Voyage ✓

Donkey Boilers 156 If Surveyed Afloat and Dry Dock La Grazie
(State name of Dock.) Genoa.

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Complete - cs.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Has a special 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? ✓

State for what reasons DB's exd. Mobile 5/47 What parts of the Boilers could not be thus thoroughly examined? ✓

Were 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 the latest date of internal examination of each boiler. ✓

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

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? ✓ 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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? ✓

Has the shaft now been changed? No 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 21-9-47 State the wear down in the bush 2.5 mm Is electric light and fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Engine parts, when referred to by numbers, should be counted from forward. Complete

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

Electrical Equipment please see F.E. Report - vessel now revised.

Done:- Vessel placed in drydock, propeller, tailshaft, stern bush and outside fastenings examined and found or placed in good condition.

Engines:- No. 2 cylinder, piston, valves, gears and cover examined.

Crank, thrust and intermediate shafts and bearings examined.

Auxiliaries examined:- Windlass, Steering engine, Aux. condenser, Port forward and aft Compressors,

Air, Boiler feed, bilge and oil fuel pumps. Aux. Generator (Port forward - No. 1)

Pumping arrangement, all 31 starting air Bottles, No. 1 and 2 injection air receivers (tested). Auxiliary condenser circulating pump. Electrical Installation.

Repairs:- Main Engines S.R.L. No. 2 cylinder liner and water jacket renewed.

Auxiliaries " Auxiliary condenser circulating pump renewed.

Sundry minor repairs and adjustments effected.

REMARKS NOTE:- Unmolested tonnage as measured by the Registro Italiano.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, as far as now seen, is in

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

best condition and eligible in our opinion to remain as classed with fresh record of

very LMC cs (with date) and CL 9,47. Delete reference to No. 2 cylinder water jacket

(Aux. condenser circulating pump from S.R.L.

Fee (per Section 29) C.S. fee Lit. 32,000-

Docking fee Lit. 6,000- Fees applied for 8/11/47

760- Received by me, E. Wilson for Self and M. Bonivento.

3,000= 19 Engineers Surveyor to Lloyd's Register of Shipping.

1,140=

1,287=

MITTEE'S MINUTE 5 DEC 1947

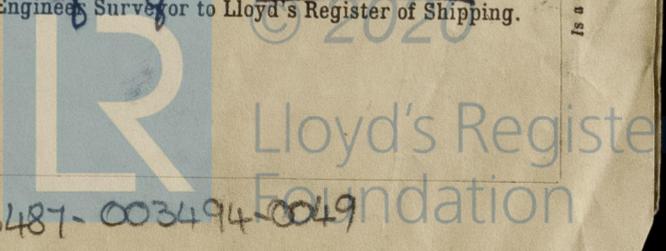
As now, without spl. con.

S. 9, 47

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

OIL ENGINES CONTINUOUS SURVEY

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



003487-003494-0049