

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

(Received at London Office)

10 JUN 1929

Date of writing Report 8/6/29 When handed in at Local Office 8/6/29 Port of GENOA
 No. in Book 816 Survey held at GENOA Date, First Survey 16/2/28 Last Survey 1/6/29 (No. of Visits 64)

on the Machinery of the Wood, London Steel Sc. Sr. A T T I V I T A
 Gross 5714 Vessel built at Vancouver B.C. By whom J. Coughlan & Sons When 1919-7
 Net 3429 Engines made at Trieste By whom Stab. Tec. Triestino When 1914
 Nominal 577 Boilers, when made (Main) 1919 (Donkey) -
 Horse Power of Main Boilers 3 SB. Owners Lloyd del Pacifico Owners' Address Genoa Voyage South America
 of Donkey Boilers - Managers - Port Genoa
 Steam Pressure 190 lb. If Surveyed Afloat or in Dry Dock Afloat Genoa Harbour & Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers - (State name of Dock.) Grazie Dry Dock.

ast Report No. - Port -
 Particulars of Examination and Repairs (if any) * LMC. NEW ENGINES & T.S. * 100 A.I. 2-24
 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. "H" 1/2/28. 18/4/28.
 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? -
 as 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? Yes
 Do. " Donkey " " " " " -
 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? Yes To what pressure were they afterwards adjusted under steam? 190 lb.

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? Yes , 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? Yes , 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? No

Has shaft now been changed? Yes If so, state reasons -

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? No

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close fit.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete. See London letters H 1/2-28

and 18/4/28.

NOW DONE:- Examined all cylinders, pistons, valves, steam chests and connections; crank,

thrust and tunnel shafting, air, circulating, bilge and feed pumps with their valves and connections;

condenser (tested), steering engine, windlass and all pumping arrangements. Same found in good con-

dition. Steam pipes examined under steam and found satisfactory. The engines were tried under work-

ing conditions and found good. Main steam and principal auxiliary steam pipes removed, annealed and

tested. Vessel placed in dry dock, sea cocks and valves, propeller and outside

fastenings examined and found in good condition. New stern tube and tail shaft fitted and found good.

See attached First Entry Report.

Examined all main boilers internally and externally together with their

mountings and safety valves and found same generally in good condition. Afterwards examined same under

steam and adjusted the safety valves as above.

General Observations, Opinion, and Recommendation:—The machinery parts now seen are in good and

(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, R.S. 9, 11, B.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

efficient condition and the vessel is eligible, in our opinion, to remain as classed with fresh no-

tation of * L.M.C. 6-29, * N.E. 14 refitted 6-29 & T.S. C.L. (N) 6-29.

Survey Fee (per Section 28) L.M.C. 1500,00 Fee applied for 8/6/29

Special Damage or Repair Fee (if any) - Received by me, 8/8/29

Travelling Expenses (if chargeable) 1500,00

Committee's Minute TUE 25 JUN 1929

Assigned L.M.C. 6-29 & N.E. 15 refitted 6-29

SN. 6-29

ENGINEER SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

WED. 27 AUG 1929

Lloyd's Register Foundation

005132-005140-0263

GENOA OFFICE

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

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE

GENOA OFFICE