

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

18 OCT 1935

Date of writing Report Oct 12 1935 When handed in at Local Office Oct 12 1935 Port of Trieste

No. in Reg. Book 20433 Survey held at Manufalcone Date, First Survey Oct 5 Last Survey Oct 8 1935  
(No. of Visits two)

Machinery of the Wood, Iron or Steel L.P. Aquitania  
Tonnage { Gross 4971 Vessel built at Glasgow By whom Plythou & Co Ltd When 1924 9  
Net 3024 Engines made at Glasgow By whom J. G. Rimand & Co. When 1924

Nominal Horse Power 425 Boilers, when made (Main) 1924 (Donkey) -  
No. of Main Boilers 3 Owners Ditta Luigi Pittagora Owners' Address Genoa Voyage -  
No. of Donkey Boilers - Managers Vapali Port Genoa

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)  
in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned to class.	Machinery and Boiler Surveys (including date of N.B. if any).
+ 100 A 1		+ LMC
8.35		MS 11.33
S.S. N.W.C. No. 2-34		BS 9.34
		T.S.C. 7.9.34

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) Alteration

(Periodical Surveys, when held, must be reported in detail and seriatim 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 each Main Boiler separately and make a thorough examination at this time?

Donkey " " " " " " " " " " " "

If 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?

State latest date of internal examination 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? 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. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

No 1 Hold has now been temporarily adapted for the carriage of benzine in cases and the following alterations have been carried out: The existing bilge suction pipes of No 1 Hold have been removed and blanked off at the Bulkhead. A W.T. Recers has been made in No 1 Hold, where a 7" x 10" x 7" round hand duplex Worthing ton pump and a hand pump have been fitted, both capable to draw from the bilges of No 1 Hold with one main and one auxiliary bilge suction to each side. A suction pipe has also been fitted to draw from the recers. The existing electric wiring for the Forecastle passing through the No 1 Hold, has been removed from the Distribution board and, as no accommodation is existing in the Forecastle, no other light line has been fitted. Two steam PTO

General Observations, Opinion, and Recommendation: It is submitted the vessel is worthy to remain as classed without fresh record regarding machinery

(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, B.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or CS 3,34, 140 lb., F.D., &c.)

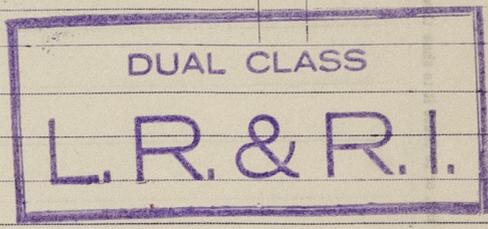
Survey Fee (per Section 29) £ 300 Fees applied for 15/10 19 35

Special Damage or Repair Fee (if any) (per Section 29.) \_\_\_\_\_ Received by me, \_\_\_\_\_ 19 \_\_\_\_\_

Travelling expenses (if chargeable) £ 120-

Committee's Minute Deferred TUE. 29 OCT 1935 TUE. 4 FEB 1936

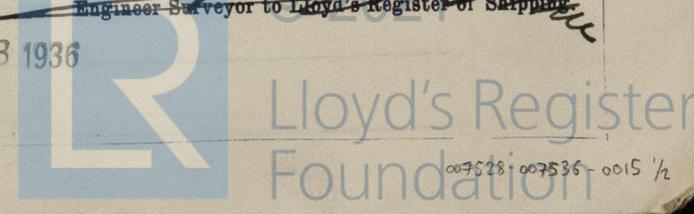
Assigned \_\_\_\_\_



The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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



S.S. Aquitonia.

Steam gas ejectors have been fitted for the Hold and one for the pump room. All ventilators of No 1 Hold and the main and galley funnels have been fitted with wire gauze diaphragm. On completion the new pumping arrangement has been satisfactorily tested.

See also schematic plan herewith attached.

HP



© 2021

Lloyd's Register Foundation

Hold filled for carrying  
Case oil.

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

*MA*  
29/10/35

Cl. due 9.35

*[Vertical handwritten text, likely bleed-through from the reverse side of the page]*

*[Small handwritten mark]*

*[Small handwritten mark]*

*[Vertical text on the right edge of the page]*

*[Vertical text on the right edge of the page]*



© 2021

Lloyd's Register  
Foundation