Rpt. 9.

No. 11025

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

(Received at London Office 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 Monfalcone Date, First Survey Oct 5 Last Survey Oct 8 1935 (No. of Visits two)

on the Machinery of the ~~Wood, Iron~~ or Steel S.S. Aquitania

Tonnage { Gross 4971 Net 3024

Nominal Horse Power { 425

No. of Main Boilers 3

No. of Donkey Boilers —

Steam Pressure— in Main Boilers 180

in Donkey Boilers —

Vessel built at Glasgow By whom Blythswood S.B. Co. When 1924 9

Engines made at Glasgow By whom J. G. Pinkney & Co. When 1924

Boilers, when made (Main) 1924 (Donkey) —

Owners Ditta Luigi Tedesco Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Vapori Port Genoa Voyage

If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Last Report No. Port

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A 1		+ LMC
8·35		MS 11·33
S.S. Nwc. No 2 - 34		BS 9·34
		TSc.T. 9·34

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

DUAL CLASS L.R. & R.I.

Particulars of Examination and Repairs (if any) Alterations

(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?

Present condition of funnel(s)

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

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 vitæ 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 tempararily 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. Recess has been made in No 1 Hold, where a 7" x 10" x 7" round hand duplex Worthington 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 sides a suction pipe has also been fitted to draw from the recess. The existing electric wiring for the Forecastle passing through the No 1 Hold, has been removed from the distribution board and, as no accomodation 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, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

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

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

Survey Fee (per Section 29) Lire 300 Fees applied for 15/10/1935

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable) Lire 120 — Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping

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

Assigned Deferred

007528-007536-0015 1/2

Rpt. 9a.

Port of Trieste Continuation of Report No. 11025 dated 12/10/35 on the

S.S. Aquitania.

Steam gas Ejectors have been fitted for the Holds and one for the pump rooms. 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.

H

5m.6,34.

No hold fitted for carrying oil.

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

29/10/35

Ok due 9.35