

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

(Received at London Office)

JUN -3 1940

Date of writing Report 15/5/40. When handed in at Local Office 15/5/40. Port of GENOA.

No. in Reg. Book. 32392 Survey held at GENOA Date, First Survey & Last Survey 6/5/40. (No. of Visits One)

on the Machinery of the WOOD, Iron or Steel Sc. "RIALTO"

Tonnage } Gross 6099 Vessel built at Trieste By whom Stabilimento Tecnico When 1927 Month 5
Net 3771

Nominal Horse Power } 1328 Engines made at Turin By whom Fiat "S.G.M." Turin When 1927
No. of Main Boilers 1 Boilers, when made (Main) (Donkey) NDB.38

No. of Donkey Boilers 1 Owners "ITALIA" Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers - Managers - Port Trieste Voyage -

in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock Afloat Gen. Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 16061 Port Genoa L.M.C. C.S. & DAMAGE REPAIRS

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verbatim 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 yes. Not Required

Was a damage report made by anyone else? If so, by whom? No. Not Required

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

If this was not done, state for what reasons? D.B.S. 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? -

State latest date of internal examination of each boiler - Present condition of funnel(s) -

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 Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

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 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 Vessel afloat

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done It was stated that the L.M.C. C.S. would be advanced from time to time in accordance with Circular N°1670.

NOW DONE FOR L.M.C. C.S.- Examined intermediate shafting in way of Nos. 3 & 4 tunnel bearings.

DAMAGE REPAIRS. Damage to Port Aft Aux-Oil Engine, stated due to N°1 cylinder bottom end bolt breaking.

The following damaged parts renewed - Cylinder liners and jackets, pistons, N°1 cylinder cover, connecting rod and bottom end bearing.

Bolted patches have been fitted to bedplate and entablature in way of cracks.

Time did not permit of these parts being renewed now, but it is stated that a new bedplate & entablature have been ordered and will be fitted on board on the vessel's return to Genoa in about 3 months' time. The present repairs are considered in my opinion efficient in the P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in good condition, and eligible, in my opinion, to remain as classed with fresh record of

* L.M.C. C.S. (with date) on completion, subject to permanent repairs to port aft aux.oil engine being carried out.

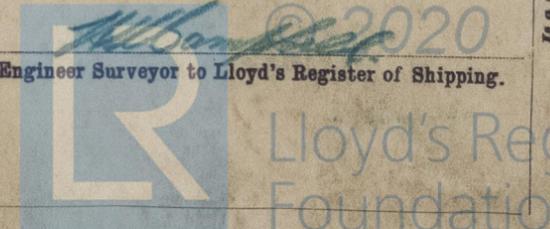
Survey Fee (per Section 29) L.M.C. C.S. Lit. 150.- Fees applied for 15/5/40. Received by me, MLB.

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

Travelling expenses (if chargeable) £ 30.-

Committee's Minute TUE 11 JUN 1940

Assigned 4 As per subject



10m.338.—Transfer Ink. (MADE IN ENGLAND.) The Surveyors are requested not to write on or below the space for Committee's Minute.

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

Rpt. 9a.

Port of

GENOA.

Continuation of Report No. 16229 dated 15/5/40.

"RIALTO" on the

meantime.

N.B. No Interim Certificate was issued in this case but a note of the parts now examined was made in a book kept aboard by the Chief Engineer.

MB.



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Improvising repairs effected to Port aft
Auxiliary engine
Advanced

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

Subject to port aft auxiliary
engine being permanently
repaired at first opportunity

Y
16.40

10/11/40

Now examined and made in a book kept aboard by the Chief Engineer.

M.B. No Interim Certificates are issued in this case and a note of the date

received.

CEMOY.

12/2/40

11/11/40



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