

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

(Received at London Office)

Date of writing Report 25th August 1950 When handed in at Local Office 31st August 1950 Port of TRIESTE

No in Reg. Book. Survey held at Trieste Date First Survey 18th July Last Survey 24th August 1950 (No. of Visits five)

36209 on the Machinery of the ~~Wood, Iron or Steel~~ ss. "IFNO" ex Alresford-49

Tonnage { Gross 2500 Vessel built at Greenock By whom G. Brown & Co. Ld. When 1922-3
 Net 1477 Engines made at Greenock By whom J. G. Kincaid & Co. Ld. When 1922
 Nominal Horse Power 258 Boilers, when made (Main) 1922 (Donkey)
 Owners Emanuele Balducci Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 2 Managers (if surveyed) Port TRIESTE Voyage
 No. of Donkey Boilers Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock both (State name of Dock.) Arsenale - Trieste
 in Donkey Boilers

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Docking - Couv. to O.F.
 (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)
 London "E" 26th May 1950

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 through examination at this time? no

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

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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 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? no Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush 1/8" Is electric light fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward.

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

Vessel placed in dry-dock - Propeller, sea connections and outside fastenings examined and found in good order.

Now done for conversion to oil fuel burning.

The vessel as now been arranged for the carriage of oil fuel (please see also Rpt. 8 attached). A duplex oil fuel set has been fitted in the boiler space with connections as shown and amended on the approved plan. The installation was fitted and tested in accordance with the Rules and with the usual drip trays, observation drain tank from heating coils and remote controls of valves and pumps as required.

The settling tanks have been fitted with overflow pipes led from below the top of the tanks to the D.B. tanks. A steam fire extinguishing system has been also fitted and tested working with satisfactory results.

The oil fuel burning installation was examined in working condition on completion and found in good order.

General Observations, Opinion, and Recommendation:—

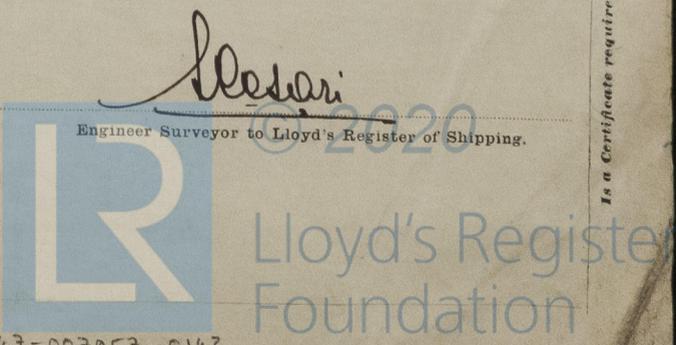
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, & LMC 9.11 or CS 3.34 140 lb., FD, &c.)

The machinery of this vessel as now seen is in good condition and eligible in my opinion to remain as classed with notation of "Fitted for Oil Fuel 8-50, F.P. above 150° F.

Survey Fee (per Section 20) £ Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 20.) £ Received by me, 19
 Travelling expenses (if chargeable) £

Committee's Minute TUES. 10 OCT 1950

Assigned As now (with endorsement) Fitted for oil fuel 8,50, F.P. above 150° F.



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