

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

(Received at London Office)

Date of writing Report 17/4/40. When handed in at Local Office 17/4/40. Port of GENOA. APR 24 1940  
 Survey held at GENOA. Date, First Survey 11/4/40. Last Survey 11/4/40 1919  
 on the Machinery of the WOOD, IRON or STEEL Sc. "ALBERTO TREVES" (No. of Visits Two)  
 Gross 5148 Vessel built at Belfast By whom Harland & Wolff Ltd Year. Month. 1917 12  
 Net 3184 Engines made at " By whom " When 1917  
 Main Boilers 3 SE Boilers, when made (Main) 1917 (Donkey) "  
 Owners LLOYD TRIESTINO Owners' Address "  
 Managers " (if not already recorded in Appendix to Register Book.)  
 Port Venice Voyage "  
 If Surveyed Afloat or in Dry Dock Afloat Genoa Harbour. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 (State name of Dock.)

Report No. ADV. L.M.C. M.S. Port GENOA.

Particulars of Examination and Repairs (if any) ADV. L.M.C. M.S.

al Surveys, when held, must be reported in detail and notation in the terms of the Rules. State clearly the  
 of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and  
 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the  
 and initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he  
 ed his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom? "

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

" Donkey " " " "

is not done, state for what reasons? B.S. not due.

Parts of the Boilers could not be thus thoroughly examined? "

special means, in the absence of internal examination, were adopted by the  
or to assure himself of the thorough efficiency of those parts of each Boiler? "

st date of internal examination of each boiler. " Present condition of funnel(s). "

urveyor examine the Safety Valves of the Main Boiler? " To what pressure were they afterwards adjusted under steam? "

urveyor examine the Safety Valves of Donkey Boiler? " To what pressure were they afterwards adjusted under steam? "

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? " and of the Donkey Boilers? "

urveyor examine the drain plugs of the Main Boilers? " and of the Donkey Boilers? "

urveyor examine all the mountings of the Main Boilers? " and of the Donkey Boilers? "

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? "

now been changed? " If so, state reasons "

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? "

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.

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

the Surveyor examine the generators, motors, switchgear, cables and fuses? "

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

vey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey (for commence-

please see Trieste Rpt N°12791) the following parts remain to be examined:-

Independent bilge pump; starboard oil fuel pressure and transfer pumps, electrical

llation and steering engine.

It was stated that the survey would be completed at first opportunity.

ONE FOR L.M.C. M.S. The following machinery parts were examined and found or placed in good

conditions:-

Port fuel oil pressure pump.

Port fuel oil transfer pump.

Dynamo engine.

Auxiliary condenser.

P.T.O.

at Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now

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.C.M.S. 9,11, & L.M.C. 9,11, or

is in good and efficient condition, and eligible, in my opinion, to remain as classed and to

fresh record of \* L.M.C. M.S. 12-39, as previously recommended, when the survey has been com-

ted as above.

age or Repair Fee (if any) £ 17/4/40. Fees applied for

expenses (if chargeable) £ 34.- Received by me, 19

Committee's Minute DEFERRED

CLASS.

CHARACTER.	Year assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.I.		* LMC.9-35
3-39		BS.7-39
ss.Tri.N°3-9-31		
ss.Ven.N°1-36		CL.8-38
Converted for oil fuel 9,31 F.P.		
above 150° F.		

**DUAL SURVEY**  
**L.R.&R.L**

P.T.O.

The machinery of this vessel, so far as now

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.C.M.S. 9,11, & L.M.C. 9,11, or

is in good and efficient condition, and eligible, in my opinion, to remain as classed and to

fresh record of \* L.M.C. M.S. 12-39, as previously recommended, when the survey has been com-

ted as above.

age or Repair Fee (if any) £ 17/4/40. Fees applied for

expenses (if chargeable) £ 34.- Received by me, 19

Committee's Minute DEFERRED

CLASS.

DEFERRED

CLASS.

DEFERRED

CLASS.

DEFERRED

CLASS.

DEFERRED



REPAIRS NOW EFFECTED FOR WEAR & TEAR-

Dynamo engine, Steam cylinder rebored, new piston fitted, piston rod skimmed up.

Auxiliary condenser, About 60 tubes renewed and condenser tested with satisfactory results on completion of repairs.

*P*



REPAIRS NOW EFFECTED FOR WASH & TANK -

Dynamo engine, steam cylinder repaired, new piston fitted, piston rod examined  
up.

Auxiliary condenser, About 60 tubes renewed and condenser tested with water.  
Factory results on completion of repairs.

*p*

RECEIVED

RECEIVED

