

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 29.9.31 When handed in at Local Office 29/9/31 Port of TRIESTE

No. in  
Reg. Book.

Survey held at Monfalcone

Date, First Survey July 6

Last Survey Sep 12

1931

13503 on the ~~Wood, Iron or Steel~~ k. "ALBERTO TREVES"

TONNAGE:—

Built at Belfast

By whom Harland &amp; Wolff Ltd.

When 1917 12

GROSS 5169

Owners La. Veneziana di Nav. a Vap

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DK 4853

Managers

Port belonging to Venice

3126

ed Afloat or in Dry Dock? Both

Name of Dock Monfalcone

Destined Voyage Calcutta

ellDBorDBa feet; uE&B feet; f feet  
apacity tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.

The Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Report, No. 11772 Port Gen

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; sides being detailed in the body of the report, should be summarised in the form shown below. Whenever the amount of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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

Was a damage report made by anyone else? If so, by whom?

S, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3 &amp; Alteration

Done. S.S. No. 3. Vessel placed in dry dock. Bottom & rudder cleaned, examined & coated. Holds, tween decks, peaks, bunks, engine & boiler spaces, chain locker & other spaces cleaned, examined, sealed & recoated where necessary. It was considered necessary to drill the shell plating at this time. Close ceiling removed & replaced. Spar ceiling removed & replaced with part new. Double bottom & peak tanks cleaned, examined internally, sealed & recoated where necessary, tested as per Rule requirements & found & made tight. Port Cement in bottom, decks, hatchways, hatches, tankpauling & battening arrangements, masts, rigging (drawn), rigging, windlars, steering gear & its connections, pumps, W.T. doors CONTINUED.

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
newed ...	/	/	/	/	/	/	/	/
removed and Fair'd or Repaired ...	/	/	/	/	/	/	/	/
red or Repaired in place ...	/	/	/	/	/	/	/	/
CONDITION OF THE	good	good	good	good	good	good	good	good
Decks	State if Tanks have been examined inside	Yes	State if Tanks now tested	Yes	Dbng. Plates under Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	(State if on Felt).
astenings	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	"	Engine Room Skylights	"	When put on, Month	Year
ating	Ceiling	"	Scuppers	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	good
"	Cement or (State which.)	"	Cargo Hatchways	"	Hatches	"	Masts, Yards, &c.	"
"	Rudder	"	Hatches	"	Planking of Wood Vessels	"	Condition, how ascertained	"
"	Steering gear and its connections	"	Planking of Wood Vessels	"	Caulking	ditto	(State if wedges removed)	yes
"	Windlass	"	Caulking	ditto	Treenails	ditto	Sails	yes
"	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Breasthooks & Stemson	ditto	Equipment letter	4
"	Have Sluice Valves now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches	ditto	Transoms, Pointers, & Crutches	ditto	Anchors, No. of	38 15
"	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings	ditto	Timbers of Frame at openings	ditto	Cables (State if now ranged)	yes
"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places	ditto	Ditto ditto at other places	ditto	" length (on board)	255 size 2 1/2 - 1 3/4
"			Stringers, Clamps & Shelves	ditto	Stringers, Clamps & Shelves	ditto	" Rule length	270 size 2 3/4
"			Sitting (State if examined.)	ditto	Sitting (State if examined.)	ditto	Hawser & Warps	good
"							Standing and Running Rigging	"

General Observations, Opinion as to Class, Recommendation, &amp;c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is eligible in our opinion to remain as classed with fresh record of Survey 9.31 & notation S.S. No. 3-31 "Adapted for Oil Fuel 9.31, FP above 150° F. subject to 15 fathoms of cable being placed on board."

Survey Fee (per Section 20)

2046

Fees applied for

3/10/31

Special Damage or Repair Fee (if any)

1000

Received by me

3.12.31

Travelling Expenses (if chargeable)

720

Second Surveyor's Fee (if any)

40

Committee's Minute

290

Character Assigned

100A1 subject

Note W.B. Converted

S.S. No. 3-9.31

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S.S. No. 3-9.31

FRI. 27 MAY 1932

FRI. 16 SEP 1932

TUE. 1 NOV 1932

FRI. 14 JUL 1933

Lloyd's Register  
Foundation

N1041-0115/2



Trieste

Continuation of Report No. 9331 dated 30/9/31 on the

CONTINUED

2

Sl. "ALBERTO TREVES"

3 (cont) boats, general equipment, ventilators & their coamings, anchors, cables (ranged), plating in way of sidelights, air sounding pipes examined & found or placed in good condition. Deckboard markings verified.

Wot. Shell. (See also SRL) P. plate D5 faired in place

S. plates B5, D5+6, E5, faired in place  
Bilge keels. (See also SRL) Whole of Port side renewed & whole of Starboard side less 60 feet, renewed.

Some shell rivets at after end renewed.

Fore Room. Two tank top plates part doubled.

Fore deck tankers S. 1 saddle back plate & stiffener in way renewed.  
foundation bar in way renewed.

Fore Peak Tank. 1 bulkhead stiffener part renewed.

Fore top. P. 1 Engine room ventilator coaming renewed.

Notes: One length found missing on P side. It was stated that this would be placed on board at Port Said in course of present voyage together with Leghorn certificate N° 773, dated 28<sup>th</sup> July 1931. It remains therefore to be ascertained at the first convenient opportunity that this has been done. Some minor repairs effected. Repairs coated on completion & tested where necessary.

Bottom plating: S. plates B5, D5+6, E5 faired in place  
P. plate D5 faired in place

Bilge keels Whole of P side renewed & whole of S side less 60 feet renewed  
Fore Peak Tank Alterations now completed, tank tested & found tight.

Conversion to Oil Fuel burning. The double bottom tanks of this vessel have now been adapted for the carriage of Oil Fuel. An oil tight floor has been fitted on frame 117, thus dividing the original No 2 tank into two tanks. Cofferdams have been arranged between frames 74 & 76, 89 & 92, 174 & 175, thus isolating fresh water tanks from Oil fuel tanks.

Two settling tanks of about 24½ tons (salt water) capacity each have been fitted in the stokehold (11P.15)

The material & workmanship are good, section 20 of the Rules has been complied with & on completion, all tanks have been tested to Rule requirements.

The total capacity of the d.b. tanks is now 1014 tons instead of 1123 tons

Alterations in the Register Book.

Notation:- Adapted for Oil Fuel 9.31. FP above 150°F  
G.L. DB. a 126 ft. u E. 29' f. 184 ft.

Rigging report enclosed.

DUAL CLASS

L.R. & F.I.



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