

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

(Received at London Office)

6 OCT 1931

Writing Report

19

When handed in at Local Office

Sep 25 1931 Port of Trieste

Survey held at MarfalconeDate, First Survey July 9Last Survey Sep 12 1931on the Machinery of the Wood, Iron or Steel S. S. Alberto Torres(No. of Visits eight)Gross 5169Net 3126Horsepower 518Main Boilers 3Donkey Boilers —Key Boilers —Assurance 180Key Boilers —Vessel built at BelfastBy whom Harlan & Wolff LtdWhen 1917 12Engines made at BelfastBy whom Harlan & Wolff LtdWhen 1917Boilers, when made (Main) 1917

(Donkey)

Owners Soc. Feniciara S. M. A. V.

Owners' Address

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

Port Trieste

Voyage

Managers

If Surveyed Afloat or in Dry Dock Afloat & DR

(State name of Dock.)

C. R. D. A.

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.	Year assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
<u>+ 100 A 1</u>		<u>+ LMC 8.26</u>
<u>7.29</u>		<u>BS 5.30</u>
<u>S.S. Ven. No 2-27</u>		<u>TS ch 5.30</u>
		<u>DUAL CLASS</u>
		<u>L.R. & R.I.</u>

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) LMC & Bkreat.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on 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 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 made 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? yes

" Donkey " " "

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 185 lbs

Surveyor examine the Safety Valves of Donkey Boiler? —

To what pressure were they afterwards adjusted under steam? —

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? none

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler?

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?

Shaft 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?

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 4 1/2 in

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

Expeller, stern bush, sea connections, outside fastenings examined and found in order. Cylinders, pistons, slide valves and faces, cranks, turret and tunnel shafts, all pumps and accessories examined and found in order. Condenser examined and found in order. Boilers examined throughout found in good condition. Mountings and valves overhauled examined and found in order. Electric installation examined and repaired as necessary and put in order. The Boilers have now been fitted for burning oil fuel and the work has been carried out in accordance with the approved plans and necessary letters. The requirements of the Section 20 D of the Rules have been complied with.

General Observations, Opinion, and Recommendation:— It is submitted the vessel is 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, or L.M.C. 9.11, 140 lb., F.D., &c.)

worthy to remain as classed with record of + LMC 9-31

adapted for oil fuel 9.31 F.P. above 150° F

(per Section 20)

Damage or Repair Fee (if any)

(per Section 20)

Expenses (if chargeable)

See 1302

See 1500

See 370

Fees applied for

3/10/ 19 31

Received by me,

3.12.19 31

Committee's Minute

TUE. 27 OCT 1931

Class

+ L.M.C. 9.31

CERTIFICATE WRITTEN

Converted

adapted for oil fuel F.P. above 150° F.

(9.31)

FRI. 27 MAY 1932

FRI. 16 SEP 1932

TUE. 1 NOV 1932

FRI. 14 JUL 1933

Lloyd's Register

Foundation

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