

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

11 JUL 1925

(Received at London Office)

of writing Report 7. 7. 19 25 When handed in at Local Office 8/7/ 19 25 Port of Trieste

Survey held at Trieste Date, First Survey May 8 Last Survey June 27 19 25

on the Machinery of the Wood, Iron or Steel SSC '12 RADA' (No. of Visits 11)

Gross 3518 Vessel built at Lunderland By whom W. Dofford & Sons Ltd. When 1910

Net 2210 Engines made at Lunderland By whom W. Dofford & Sons Ltd. When 1910

Donkey Boilers 2 Boilers, when made (Main) (Donkey) ✓

Donkey Boilers 160 lbs. Owners Atlantika Pioniera No 2412 A.D. Owners' Address ✓

Donkey Boilers 160 lbs. Managers ✓ (If not already recorded in Appendix to Register Book.)

Donkey Boilers 160 lbs. If Surveyed Afloat ✓ in Dry Dock Cant. Nav. San Rocco. Port Algers Voyage Algers

Report No. Port

Particulars of Examination and Repairs (if any) LME

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>Unclassed</u>		<u>Unclassed</u>

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

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

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes.

" " " " " yes.

Was not done, 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?

Has the Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 165 lbs.

Has the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted under steam? No

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes. , and of the Donkey Boiler? yes.

Has the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? yes. , and of the Donkey Boiler? yes.

Has the screw shaft now been drawn and examined? yes. Is it fitted with continuous liner? yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now been changed? ✓ If so, state reasons

Has the shaft now fitted new? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Closed.

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

State names of Donkey boiler to be adjusted under steam to the reduced pressure of 45 lbs. at the vessel's arrival in U.K. in about one hour time.

Now done: Vessel placed in dry dock, propeller, stern bush, axle fastenings sea connections examined and found in order. Tail shaft drawn (CL) examined and found in order. Lignum vitae bottom part renewed.

Cylinders, piston and packing rings, slide valves and valves, cranks, thrust and turn shafts, holding down bolts, piston rods, Camshafts, pumps, and auxiliary examined and repaired as required and found in order.

Main boilers examined through out and found as per General Observations, Opinion, and Recommendation: It is submitted the vessel's machinery is eligible to be classed in Register Book with notation of L.M.C. - G.25 when the survey is complete.

Fees applied for 8/7/25

Damage or Repair Fee (if any) £ 100-

Printing Expenses (if chargeable) £ 100-

Committee's Minute PM, 31 JUL 1925

Signed L.M.C. 6.25 C.L.

Received by me, 8/7/25

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W258-0207

in order. Manutins and safety valves examined and found good.

Dunkley boiler examined through out and found shell plate bottom part on the ^{longitudinal} stay same corroded arranged for the working pressure to be reduced to 45 lbs.

Manutins and safety valves of dunkley boiler examined and found in order.

Safety valves of Main boiler adjusted under steam as above.

REPAIRS.

MACHINERY. Condenser all tubes now renewed, after wards tested by water and found tight. All auxiliary pumps generally repaired.

Feed pumps shined up and ^{FRONT} packed.

Main Bilers part and starboard End plate at bottom found several rivets defective and renewed and the flange ticked up by C.A.P. examined and found good.

Bottom manhole doors refitted now good.

Main steam pipes tested after amended to 340 lbs. Water pressure and found tight.

Shf