

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

(Received at London Office)

SEP 27 1937

Date of writing Report 22.9.37 When handed in at Local Office 23.9.37 Port of TRIESTE
 No. in Survey held at Monfalcone Date, First Survey May 13 Last Survey Sep 10 1937
 (No. of Visits 28)
 No. in Book 1816 on the Machinery of the Wood, Iron or Steel M. S. Tella
 Gross 6072 Vessel built at Trieste By whom Stab. Tecnico When 1926-3
 Net 3748 Engines made at Trieste By whom Stab. Tecnico When 1926
 Nominal Power 489 Boilers, when made (Main) (Donkey) 1926
 of Main Boilers - Owners "Italia" S.A. Navig. Owners' Address (if not already recorded in Appendix to Register Book)
 of Donkey Boilers 1 Managers Port Venice Voyage Acquaver
 Main Boilers - If Surveyed Afloat or in Dry Dock afloat 2 DR Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Donkey Boilers 100 (State name of Dock.)

CHARACTER. % for Special Survey Date of last Survey and of Periodical Survey.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A 1</u>		<u>+LMC 4.36</u>
<u>with free board</u>		<u>CS 4.36</u>
<u>10.36</u>		<u>DBS 6.36</u>
<u>S.S. Tri. No 2-1934</u>		<u>+Lloyd's AMC 10.36</u>
		<u>CL N 10.36</u>

st Report No. Port
 Particulars of Examination and Repairs (if any) The engine LMC

Periodical 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 must of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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.

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

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

" " Donkey " " " "

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?

latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boiler?

the Surveyor examine the Safety Valves of Donkey Boiler?

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

the Surveyor examine the drain plugs of the Main Boilers?

the Surveyor examine all the mountings of the Main Boilers?

screw shaft now been 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? no

shaft now been changed? no If so, state reasons new engine and shaft

the shaft now fitted been previously used? no Has it a continuous liner? no

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

date of examination of Screw Shaft no State the distance between ligament vitae or bearing metal of stern bush and top of after bearing of screw shaft no

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

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

new propulsion Engine satisfactorily installed with
new Propeller, screw shaft, stern tube and bush.

Please see Rpt 4 (b)

Two additional auxiliary Engines, Fiat solid injection
type fitted on board and coupled with new 60 kW & 60
kw generators. Please see Rpt. 4 (c)

A second hand Donkey Boiler of Cochran type has been
satisfactorily installed in E. R. port side forward. Please see
Rpt 5 b.

Two new Settling Tanks constructed and fitted on board
in accordance with the approved plan and to Rules
requirements.

General Observations, Opinion, and Recommendation: It is submitted the
 (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, B.S. 9.11, B.M.S. 9.11, L.M.C. 9.11, or

* LMC 140 lb., F.D., &c.)

and is worthy to remain as classed with records of
+ LMC 9.37 - NE 9.37 - DBS 9.37 (Made 1934. Refitted 1937)
Screw shaft new CL 9.37

Fees applied for 20/9/37
 Fee (per Section 29) 60.5
 Rec. 558
 Special Damage or Repair Fee (if any) 1500
 (per Section 29.)
 Selling expenses (if chargeable) 620
 Received by me 29/12/37

Committee's Minute
 signed + LMC 9.37 + NE 9.37 Subject
NDB 25 up to 37 DBS 9.37

Lloyd's Register
 Foundation
 W36-0021(1/2)

The original lubricating oil pump and water circulating pumps have been replaced with four new pumps and motors.

The sea connections valves opened, overhauled examined and found in order. The 3 original B&W Aux. Engines have been completely overhauled and examined in their entirety, tested under working condition and found or put in order. Bilge, Ballast, General services and Oil transfer pumps overhauled examined and found in order. New and old pumping arrangement and arrangement of valves and pipes in general examined, tested as necessary, and found in order. Starting air vessels examined internally and externally with their mountings and pipes and found in good condition. Starting air bottle (originally blast air bottle for main engine) for auxiliary engines examined internally and tested hydraulically to 130 atm. satisfactorily. The blast air bottles of the 3 original Aux. Engines examined internally and tested hydraulically to 130 atm. satisfactorily. Hand compressor overhauled examined and tested in working condition and found efficient.

Electrical Equipment examined throughout. All original generators and motors generally overhauled. The main and Aux. Switch Boards and fuse boxes examined and found or put in order. The two new generators with new panels and switches, the new motors circuits and aux. P.B. for oil and water circulating pumps, oil purifiers, Refrigerating installation and fans have been fitted under special survey in accordance with the Rules and approved plans. The insulation resistance tested and found in order. The new and old engines and circuit breakers tested under working condition and found satisfactory.

The original Dourzey Boiler has been removed from ship.