

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

No. 128766

Date of writing Report 4 March 1933 When handed in at Local Office

(Received at London Office)

9 MAR 1933

No. in Reg. Book. 70657 Survey held at AMSTERDAMPort of AMSTERDAMDate, First Survey 14 Feb 1933 Last Survey 28 Feb 1933(No. of Visits 4)Tonnage { Gross 7518  
Net 4736Vessel built at AmsterdamBy whom Nederl. Scheepsbouw Maats. When 1914Nominal Horse Power 830Engines made at do.By whom Werkspoor Ned. H.v. Wk. & Sch. (Donkey) When 1914No. of Main Boilers 6 SBBoilers, when made (Main) 1914Owners S.A. Ricuperti MetalliciOwners' Address Genoa  
(if not already recorded in Appendix to Register Book.)No. of Donkey Boilers -Managers -Port Genoa Voyage -Steam Pressure 213 Lbin Main Boilers -If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. - Port -Particulars of Examination and Repairs (if any) Condition

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. Survey date 1. 4-2-33.

In 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

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

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

Do, " Donkey " " " " "

this was not done, state for what reasons? -

What parts of the Boilers could not be thus thoroughly examined? All parts open out

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 213 Lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? -

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

, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? -

Is screw shaft now been drawn and examined? Yes 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? -

Is shaft now been changed? - If so, state reasons -

Has the 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? -

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Correct afloat

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey complete  
This vessel is reported to have been sold to Italy to be broken up. Owner owner. Messrs S.A. Ricuperti Metallici Genoa.

Hold a general examination on the boiler and machinery and found the whole in good and efficient condition.

Engines and accumulators tested under steam and good.

The vessel will sail with only the four after boiler. Same have been tested under steam and good.  
Safety valves adjusted to the working pressure.

General Observations, Opinion, and Recommendation:—

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, or L.M.C. 9.11, 140 lb., F.D., &c.

The machinery and boiler of this vessel being in a fit condition for a voyage to Italy without fresh record of Survey.

Fee (per Section 29) 175/- Fees applied for 19  
Damage or Repair Fee (if any) £ :  
(per Section 29.)  
Printing expenses (if chargeable) £ 0/- Received by me, 19

Committee's Minute TUE. 21 MAR 1933

FRI. 5 MAY 1933

Signed Deposed

Engineer Surveyor to Lloyd's Register of Shipping.

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W554-0269

Insert Character of Ship and Machinery precisely as in the Register Book.



Done 4.22 held  
Machinery found satisfactory  
under steam.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Proceeding Italy to be broken up.  
Submitted action be  
referred.

BA

17/3/23

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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