

AUG 1956

24 JUL 1956

91661

Rpt. 9 Date of writing report 20/7/56 Received London GENOA No. of visits one First date & Last date 16/7/56

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 01367 Name S.S. "ANDREA DORIA" Gross tons 29083 Date of build 1/1953 Owners "Italia" S.p.A. di Navig. Managers - Port of Registry Genoa Engines made 1953 By S.A. Ansaldo Type 6 steam turbines No. of Main Engines 2 No. of Screws 2 No. of Main Boilers 4 WT W.P. 654 lbs. No. of Aux./Donkey Boilers 2 wt W.P. 142 lbs. Surveyed Afloat or in Dry Dock afloat Nature of Survey LMC Was Damage Report issued? - Int. Cert.? yes Last Report (For Head Office only) 21618 Gen.

Records of Survey & Special Notations as per Register Book

Table with 2 columns: Hull, Machinery. Hull: +100 A1 Dkg. 1/56. Machinery: +LMC N 12/52 BS WT 1/55 wtd 1/55 CL p 1/54 s 1/56N

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

- DOCKING Propellers, Fastenings, MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD, MAIN ENGINE DRIVEN AIR COMPRESSORS, MAIN ENGINE DRIVEN SCAVENGE PUMPS, MAIN TURBINES, EXHAUST STEAM TURBINES (WITH RECIP. ENGINES), STEAM COMPRESSORS, CLUTCHES & HYDRAULIC COUPLINGS, REDUCTION GEARING, THRUST BLOCKS, SHAFTS & BEARINGS, INTERMEDIATE SHAFTS & BEARINGS, HOLDING DOWN BOLTS & CHOCKS, CONDENSERS (MAIN & AUX.), STEAM RE-HEATERS, DE-SUPERHEATERS, STOP & MANOEUVRING VALVES, MAIN ENGINE DRIVEN PUMPS, CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with record of +LMC (with date - steam) when the survey has been completed.

Date of Committee TUESDAY 7 AUG 1956 Decision

Grasselli Engineer Surveyor for Lloyd's Register of Shipping Lloyd's Register Foundation

002013-002023-0117



Has a Survey also been held on Ship? If so, is the Report sent to us or when will it be sent?

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) No. 1 (port) oil fuel pressure pump for the burning installation of main boilers, No. 1 (port) oil fuel pressure pump for the burning installation of donkey boilers = GOOD.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to Sat. / Sat.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

LEAVE THIS SPACE BLANK

The machinery of this vessel so far as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with the (oil fuel) steam (engine) when the survey has been completed.

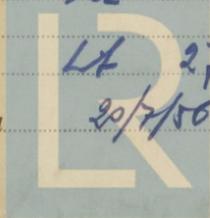
Survey fees ADV. C. J. Lt 2000

Damage fee Lt 160

Expenses... Lt 1040

REV. MR Lt 276

Date when A/c rendered 20/7/56



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