

Rpt. 9

Date of writing report 7 DIC. 1959 Received London Port of Mestre (Venice) No. 0328  
Survey held at Venice & Ravenna No. of visits Five First date 31. 10. 59 Last date 5. 11. 59

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 12034 Name M.V. GARDIGAN Gross tons 6397 Date of build 9 - 1930  
Owners Cia. de Nav. del Plata S.A. Managers Port of Registry Panama  
Engines made 1930 By Harland & Wolff Ltd. - Bal. Type 2 Oil Engines 4SA Each 6 Cyl.  
No. of Main Engines 2 No. of Screws 2  
No. of Main Boilers W.P. -  
No. of ~~150p.s.i.g.~~ Donkey Boilers 2 W.P. 150p.s.i.g.  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey C.S. - D.B.S.  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 A 1	+ LMC
With Fbd. Carrying oil fuel or	C.S. 12. 55
kerosene FP above 150 °F in	db. 11. 58
fwd. & APTs & DTs.	C.L. p. 12. 55
D.S. 11. 58	s. 11. 58
S.S. (Dr.) 12. 55	

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 Wear Down of Stern Bushes Oil Glands Sea Connections  
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?  
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD  
1 Cyls., Covers, Pistons & Rods No. 2 Good  
2 Valves & Gears No. 2 Good  
3 Connecting Rods, Top Ends & Guides Centre No. 2 Good  
4 Crankpins & Bearings Centre No. 2 Good  
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS  
6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS  
Cyls., Covers, Pistons & Rods  
Connecting Rods & Top Ends  
Crankpins & Bearings  
Journals & Bearings  
Levers

SCAVENGE BLOWERS  
SUPERCHARGERS  
MAIN TURBINES  
Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
STEAM COMPRESSORS  
CLUTCHES & HYDRAULIC COUPLINGS  
REDUCTION GEARING  
THRUST BLOCKS, SHAFTS & BEARINGS Good Good  
INTERMEDIATE SHAFTS & BEARINGS Good Good  
25 HOLDING DOWN BOLTS & CHOCKS Good Good  
26 CONDENSERS (MAIN & AUX.)  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANOEUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS  
The vessel's machinery, as far as now seen, is in good condition and eligible in our opinion to be continued as classed with record of "D.B.S. 11. 59" now and with record of "C.S. (with date)" on completion of the presente survey cycle.

Date of Committee TUESDAY 19 JAN 1960  
Decision As above subject DBS 11. 59



32 Essential Independent pumps (Identify by position) Fwd. S.W. pump - G.S. pump - O.F. service pumps: Good  
33 Bilge, Ballast & Oil Suction Lines, Fittings & Controls Good  
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes  
35 Fresh Water Cools 36 Lub. Oil Coolers 37 Heaters (state service)  
38 Independent Air compressors, Coolers & Safety Devices  
39 Air Receivers Safety devices—Main Aft : Good 40 Auxiliary  
41 Oil Fuel Tanks (Not forming part of hull structure) All good  
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?  
44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) St'd. fwd. good  
See Rpt. 8

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

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)  
MAIN ~~AUXILIARY~~ ~~DONKEY~~ ~~EXPRESS~~ Good  
(Oil fired and exhaust gas heated boilers examined 31.10.59)  
~~Superheaters~~  
Safety Valves Good  
Mountings, Doors & Fastenings Good  
Oil fired boiler Sat. 150 p.s.i.g.  
Safety Valves Adjusted to ~~150 p.s.i.g.~~  
Boiler Securing Arrangements Good  
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? Yes Forced Circulating Pumps None  
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? None Funnel Good

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)

Repair W. & T. : - Minor repairs have only been effected at this time -  
Electrical equipment : - To complete the survey the generator circuit breakers should be operated -  
D.B.S. : -The safety valves of the oil fired boiler have been adjusted by us as stated above - The safety valves of the exhaust gas heated boiler have been adjusted by the Chief Engineer on the 11th November, during the transfer of the ship from Venice to Ravenna. Chief Engineer declaration is attached herewith.-  
General examination :  
- Machinery has been opened out for advancement of C.S., has been examined and found or placed in good condition as stated above. The Chief Engineer stated that the general behaviour of the machinery and bilge pumping during the preceding voyages has been satisfactory. All the machinery intended for essential services have been tested working and a complete survey of the electrical equipment has been carried out.  
The condition of the machinery is, in our opinion, such as to warrant postponement of the special survey as requested by the Owners. (See please Classing letter (H) of the 14th October, 1959).-

LEAVE THIS SPACE BLANK

Survey fees G.S. 24.000  
D.B.S. 35.000  
Exp. 10.000  
Damage fee  
Expenses 11.500  
TOTAL Rec. Tax 3% 7.937.  
Date when A/c rendered 9/12/59