

of writing report **25 MAR 1957** Received London **11 JUN 1957** Port of **VENICE (MESTRE)** No. **0036**
 y held at **Venice** No. of visits **10** First date **18. 1. 57.** Last date **9. 5. 57.**

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

R.B. **74461** Name M.V. **"PUNTA ASPRA"** Gross tons **7735** Date of build **10. 1928.**
 es **Giuseppe Ravano Società per Azioni.** - Managers **-** Port of Registry **Genoa**
 es made **1928** By **N.V. Werkspoor** Type **2 Oil Engines 4SA each 6 Cy.**

Main Engines **2** No. of Screws **2**
 f Main Boilers **-** W.P. **-**
 f ~~ANK~~ Monkey Boilers **2** W.P. **180 lbs.**
 yed Africa **in Dry Dock** **Both**
 e of Survey **Dkg. - TS - CS - DBS.**
 Damage Report issued? **No.** Int. Cert.? **Yes.**
 Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

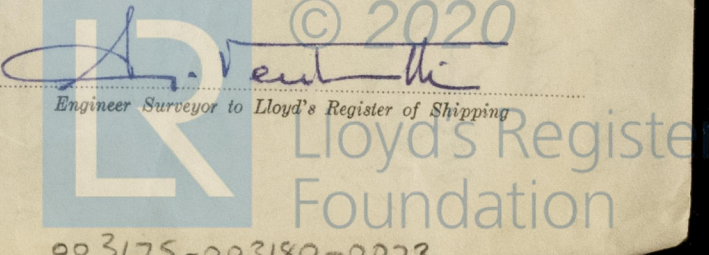
Hull	Machinery
+ 100 A 1	+ LMC
carrying petroleum in bulk	CS 12. 55
DS. 12. 55	DBS. 12. 55
SS. Ant.(Dr.) 5. 51	CL. p 1. 55
	s 1. 55 N
	S.p.S. 12. 55

dition 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 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 marking 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 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.

KING Propellers good	Wear Down of Stern Bushes port rewooded st. 3.5mm	Oil Glands None	Sea Connections good
ings good	Has Screwshaft Tubeshaft been drawn? Yes	Date of Examination 16. 4. 57.	Has Shaft been changed? No
Shaft now fitted been previously used?	Has Shaft now examined fitting a continuous liner? Yes	Approved oil gland? No	
N ENGINES (Recip. Steam or I.C.)			
	PORT	STARBOARD	
, Covers, Pistons & Rods	all good	all good	
es & Gears	all good	all good	
ecting Rods, SM			
Ends & Guides	Centre all good	all good	
kpins & SM			
ings	Centre all good	all good	
nals & Bearings	all good	all good	
N ENGINE DRIVEN AIR COMPRESSORS			
, Covers, Pistons & Rods			
ecting Rods & Top Ends			
kpins & Bearings			
nals & Bearings			
ers & Safety Devices			
N ENGINE DRIVEN SCAVENGE PUMPS			
, Covers, Pistons & Rods			
ecting Rods & Top Ends			
kpins & Bearings			
nals & Bearings			
rs			
VENGE BLOWERS			
ERCHARGERS			
N TURBINES			
ags, Rotors, Blading, Bearings & Thrusts			
IAUST STEAM TURBINES (WITH RECIP. ENGINES)			
AM COMPRESSORS			
TCHES & HYDRAULIC COUPLINGS			
DUCTION GEARING			
UST BLOCKS, SHAFTS & BEARINGS			
ERMEDATE SHAFTS & BEARINGS			
ING DOWN BOLTS & CHOCKS	good	good	
DENSERS MAIN & AUX.	good	good	
AM RE-HEATERS			
UPERHEATERS			
P & MANOEUVRING VALVES			
N ENGINE DRIVEN PUMPS	all good	all good	
NKCASE DOORS & EXPLOSION RELIEF DEVICES			

Have Main Engines been tested working and manoeuvring?
 NION OF MACHINERY AND RECOMMENDATIONS
 The machinery of this vessel, as now seen, is in good condition and eligible, in my opinion, to remain as classed with fresh record of port TS (CL) 4, 57 and DBS 2, 57 now and with record of CS (with date) on completion of the present Survey Cycle without any special condition previously attached to the machinery class.

TUESDAY 25 JUN 1957.
 of Committee **As now, without spe. edn (with endnt)**
 sion
 T. (MADE AND PRINTED IN ENGLAND.)
 Pnt Ts 4, 57 DBS 3, 57
 Noted for Header



If certificate is required state where to be sent

003175-003180-0073