

Rpt. 9

Date of writing report 23/6/56

Received London 30 JUN 1956

Port GENOA

No. 21512

Survey held at GENOA

No. of visits six

First date 30/6/55

Last date 9/5/56.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 35495 S.S. Name "ROSANGELA MARTINI" ex "Zahra" Gross tons 821 Date of build 11/1927

Owners CI.CO.MA. Compagnia Italiana Commerciale Marittima. Managers - Port of Registry Genoa

Engines made 1927 By D. & W. Henderson & Co. Ltd., Glasgow Type Triple Expansion Eng. 3 Cy.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 SB W.P. 180 lbs.

No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock both

Nature of Survey Docking, TS and BS CS

Was Damage Report issued? - Int. Cert.? yes

Last Report (For Head Office only)

Hull	Machinery
+100 A1	+LMC 7/53
carrying petroleum in bulk	BS 7/53
SS Csb.(Dr) 7/53	TS CL 3/52
Dkg. 2/54	

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.

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

DOCKING Propellers good Wear Down of Stern Bushes 3 mm. Oil Glands - Sea Connections -
Fastenings good Has Screwshaft been drawn? yes Date of Examination 4/5/56 Has Shaft been changed? no
Has Shaft now fitted been previously used? - Has Shaft now examined/attended a continuous liner? yes Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) ~~PORT~~
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
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
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings yes
14 Journals & Bearings
15 Levers

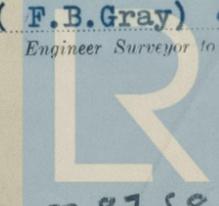
SCAVENGE BLOWERS
16
SUPERCHARGERS
17
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
19
STEAM COMPRESSORS
20
CLUTCHES & HYDRAULIC COUPLINGS
21
REDUCTION GEARING
22
THRUST BLOCKS, SHAFTS & BEARINGS
23
INTERMEDIATE SHAFTS & BEARINGS
24
HOLDING DOWN BOLTS & CHOCKS
25
CONDENSERS (MAIN & AUX.)
26
STEAM RE-HEATERS
27
DE-SUPERHEATERS
28
STOP & MANOEUVRING VALVES
29
MAIN ENGINE DRIVEN PUMPS
30
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
31

Have Main Engines been tested working and manoeuvring?
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 fresh record of BS 5-56 and the notation TS CL 5-56.

Date of Committee TUESDAY 3 JUL 1956
Decision S 5-56 BS 5-56

(F.B.Gray) J.B. Gray
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

008753 - 008758 - 0132

If certificate is required state where to be sent

- 32 Essential Independent Pumps (Identify by position).....
- 33 Hinge, 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).....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
1 Generators.....			l Generators & Governors.....
2 Exciters.....			m Motors.....
3 Air Coolers.....			n Switchboards & Fittings.....
4 Motors.....			o Circuit Breakers.....
5 Air Coolers.....			p Cables.....
6 Control Gear, Cables, etc.....			q Insulation Resistance.....
7 Insulation Resistance.....			r Steering Gear Generators and Motors.....
8 Insulating Oil Test.....			s Navigation Light Indicators.....
9 Overspeed Governors.....			
10 Magnetic Couplings.....			
11 Air Gap.....			

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

MAIN P & S - 4/5/56 = good. AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves P & S = good

Mountings, Doors & Fastenings P & S = good

Safety Valves Adjusted to (sat. 180 lbs.)

Boiler Securing Arrangements P & S = good

~~Steam-Water Separator~~ ~~Safety Valves Adjusted to~~

Were Oil Burning System & Remote Controls examined working in accordance with Rules? **yes** ~~Second Circulating Pumps~~

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

NOW DONE FOR BOILER REPAIRS :-

Some plain tubes renewed in port boiler and minor repairs effected to mountings.

At this time a new 250 tons cargo pump was fitted in the cargo pump room midships. New heating coils were installed in all cargo tanks. The coils were examined under hydraulic test to 360 lbs/sq." and found in order.

The cargo line connections to the forward and after cofferdams were removed and the bulkheads closed with electric welded steel plates.

N.B.: This vessel is now dual class L.R. - R.I.

LEAVE THIS SPACE BLANK

Survey fees **DOERING** Lt 3.000
B.S. Lt 30.000
T.S. Lt 6.000

ALTERATIONS Lt 24.000
 Damage fee

Expenses... (See Rpt 8)
LATE FEE Lt 500.00

Date when A/c rendered **25/6/56**