

23 MAR 1959

Rpt. 9

Date of writing report 17th March, 1959.

Received London

Port of GENOA

No. 24037

Survey held at GENOA

No. of visits 11

First date 5/1/1959

Last date 6/3/1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 65315 Name M.V. "ITALSOLE" Gross tons 69.73 Date of build 12-1942

Owners "ITALNAVI" S.p.A. di navigazione Managers - Port of Registry Genoa

Engines made 1942 By S.A. FIAT - S.G.M. - Turin Type Oil Engine

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Donkey Boilers 2 W.P. 100 lbs. 1 W.P. 200

Surveyed Afloat or in Dry Dock both

Nature of Survey CS, Dkg & Rprs.

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

Report (For Head Office only)

Hull	Machinery
+100A1 Carrying fuel oil FP	+LMC CS 6/57
above 150°F. or veg.	BS d 10/58
oil in tanks at sides	TS CL 10/58
of tunnel.	SP 6/57.
SS 6/57	
Dkg 10/58	

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 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.

PROPELLERS Propellers good Wear Down of Stern Bushes 2 mm. Oil Glands - Sea Connections -

Alignments good Has Screwshaft Tubeshaft been drawn? NO Date of Examination - Has Shaft been changed? -

Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Reciprocating) PORT STARBORD

Cylinders, Covers, Pistons & Rods All (6) Good.

Cranks & Gears All (6) Good.

Connecting Rods, Piston Pins & Guides Side Centre All (6) Good.

Crankpins & Bearings Side Centre All (6) Good.

Rollers & Bearings All (7) Good.

IN ENGINE DRIVEN AIR COMPRESSORS

Cylinders, Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Rollers & Bearings

Valves & Safety Devices

IN ENGINE DRIVEN SCAVENGE PUMPS

Cylinders, Covers, Pistons & Rods Good

Connecting Rods & Top Ends Good

Crankpins & Bearings Good

Rollers & Bearings Good

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS Good

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS Good

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STARTING AND MANOEUVRING VALVES Gear - Good.

MAIN ENGINE DRIVEN PUMPS Lub. oil - Good.

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Good Have Main Engines been tested working and manoeuvring? yes.

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel's machinery is eligible, in my opinion, to be continued as now Classed with fresh record of CS (with date) when the survey has been completed.

THURSDAY 9 APR 1959

Date of Committee As above

Decision

(A. Ansaldo) A. Ansaldo Engineer Surveyor to Lloyd's Register of Shipping

Noted for Header

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) M.E. Lub. oil pump(port side)- M.E. F.W. cooling pump(port side)- Stbd.D.B. fuel pump- Both D.B. feed pumps(for'd)- All 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 Good. 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Both steam generator engines (sthd.)- Good.

ELECTRICAL EQUIPMENT

Table with columns: PROPULSION, PORT, STARBOARD, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Insulation Resistance, Steering Gear Generators and Motors, Navigation Light Indicators.

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. Spt. 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)

WEAR AND TEAR REPAIRS NOW EFFECTED :-

The M.E. bottom end bearings Nos. 4 & 6, found with the white metal fractured, have now been rematerialled.- M.E. No. 6 liner, worn; has now been renewed.- The water end bronze liner of the starboard D.B. feed pump, found scored and worn, has now been renewed.- The steam cylinders and pistons of both steam generator engines, found scored and worn, have been machined and new pistons supplied and fitted.- All the main bearings have now been rematerialled.-

The crankshaft of the main engine has been examined by the Owners consulting Engineers (Messrs. FIAT of Turin) by easy glow method (ultraviolet rays) and ultrasonic device and these systems revealed a defect at the middle of the No. 2 crankpin (cast steel).

It has not been definitely ascertained whether the defect was a crack starting or a segregation causing a non-homogeneous area of material.-In view of the doubt Messrs. FIAT decided to renew the No. 2 crank.- Consequently also the No. 1 and the attached scavenge pumps cranks have been renewed and on completion all the journals skimmed and machined true.-

Copies of the test Certificates covering the test of the parts now renewed are herewith attached.-

On completion of repairs satisfactory mooring and sea trials were held.

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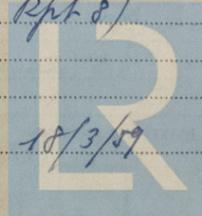


Survey fees DS = Lt 4000 @ 15% = Lt 3400- CS = Lt 60000 @ 15% = Lt 51000-

Damage fee Lt 32000 @ 15% = Lt 27200-

Expenses... (See Rpt 8)

Date when A/c rendered 10/3/57



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Vertical stamp: L.R. & R. 10/3/57