

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 20980 sq. ft. (boil. - 6710 }
 Is Forced Draft fitted? ☒ No. and Description of Boilers 2 W.T. - Foster Wheeler Working Pressure 650 lbs./sq. in. }
 Is a Report on Main Boilers now forwarded? ☒ If so, is a report now forwarded? ☒
 Is a Donkey Boiler fitted? ☒ New York U.S.A.
 Plans. Are approved plans forwarded herewith for Shafting ☒ Main Boilers 21.4.52 Auxiliary Boilers ☒ Donkey Boilers ☒
 Superheaters New York U.S.A. 21.4.52 General Pumping Arrangements ☒ Oil Fuel Burning Arrangements ☒
 Spare Gear. State the articles supplied:— To Rule requirements.

T.V.Cs. approved with letters "Eng." 5-9-52 and 8-1-53 and accordingly torsiograph records were taken on board from the completed installation. - As a temporary measure, due to the severe gear hammer noted, it has been recommended that the main engine should not be run continuously between 68 & 75 R.P.M. - See letter and torsiograph records attached.

The foregoing is a correct description.

Cantieri Riuniti Dell'Adriatico FABBRICA MACCHINE S. ANDREA Manufacturer.
 Dates of Survey: During progress of work in shops -- 1953 Jan 28, Feb 12, 25, March 10, 11, 21, 24, 26, 27, 30, Apr. 10, 23, May 6, 8, 11, 20, 21, 25, June 1, 5, 26, July 10, 11, 13, 15, 20, 21, 27, 29, 1953 Mar 6, 31, Apr. 1, 4, 11, 13, 14, 15, 16, 17, 24, 29, May 4, 7, 9, 13, 20, 21, 22, 25, 26, 29, June 30, July 1, 2, 3, 7, 8, 14, 17, 24, Aug 7, 19, 21, 22, 24, 26, 29, 31, Sept 1, 4, 8, 11, 14, 16, 23, 25, 29, 30, Oct 2, 7, 12, 14, 16, 19, 21, 24, 28, 30, Nov 11, 13, 25, 26, 28, 30, Dec 1, 5, 7, 9, 11, 12, 14, 16, 18, 23, 25, 29, 30, 1954 Jan 2, 108
 Dates of Examination of principal parts—Casings 25/30-2 & 9-4-53 Rotors 24/29-7-53 Blading 24/29-7-53 Gearing 2-1-54
 Wheel shaft 29-12-53 Thrust shaft 23-12-53 Intermediate shafts 8-9-53 Tube shaft ☒ Screw shaft 25-5-53
 Propeller 7-12-53 Stern tube 25-5-53 Engine and boiler seatings 8-9-53 Engine holding down bolts 8-9-53
 Completion of pumping arrangements 16 & 18-12-53 Boilers fixed 30-11-53 Engines tried under steam 12-12-53
 Main boiler safety valves adjusted at the Maker's Thickness of adjusting washers Works - tested under steam 21-12-53
 Rotor shaft, Material and tensile strength Identification Mark
 Flexible Pinion Shaft, Material and tensile strength Identification Mark
 Pinion shaft, Material and tensile strength SEE ATTACHED SHEET Identification Mark
 1st Reduction Wheel Shaft, Material and tensile strength Identification Mark
 Wheel shaft, Material Elect. Furn. S. Identification Mark LLOYD'S 2220 Thrust shaft, Material Elect. Furn. S. Identification Mark LLOYD'S 2220
 Intermediate shafts, Material Elect. Furn. S. Identification Marks LLOYD'S 14228 Tube shaft, Material ☒ Identification Marks ☒
 Screw shaft, Material Elect. Furn. S. Identification Marks LLOYD'S 14227 Steam Pipes, Material 0.5% Mo. steel Test pressure 1350 lbs./sq. in.
 Date of test 23 & 29-9-53, 2-10-53, 6/13 & 14-10-53 Is an installation fitted for burning oil fuel ☒
 Is the flash point of the oil to be used over 150°F. ☒ Have the requirements of the Rules for carrying and burning oil fuel been complied with ☒
 Is this machinery a duplicate of a previous case ☒ If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The main and auxiliary machinery of this vessel has been constructed under special survey of tested materials in accordance with the approved plans, Secretary's letters and Rule requirements. The materials and workmanship are good. The main and auxiliary machinery has been efficiently installed aboard the vessel and on completion the installation was tried under full working conditions at sea and found satisfactory.

The machinery of this vessel is eligible, in my opinion, to be classed with the records:

+ LMC 1-54, Screwshaft CL, 3 steam turbine D.R. geared to sc. shaft, 2 WTB 650 lb (Spt. 624 lb) Fitted for oil fuel 1-54 F.P. above 150°F.

£ 922.200 = less 15% for dual
 The amount of Entry Fee Class 783.870 =
 Special Car. Fund... £ 72.200 =
 (Assembled) Boiler Fee less 15% £ 274.260 =
 (50% fuel fee) Travelling Expenses (if any) £ 155.090 =
 Ret. tax 3% 38.670

When applied for,

25.1.1954

When received,

19.

DUAL CLASS

TUESDAY 16 MAR 1954 L.R. & E.I.

Assigned + LMC 1-54 (Torsional Endorsement)
 2 WTB 650 lb. (Spt. 624 lb.)
 CL.

Rpt. 9a

Port of

TRIESTE

Continuation of Report No. 13939 dated 7th January 1954 on the

S.T. "MIRELLA d'Amico"

Steel forgings & castings - Cent. No. & Marks

	Top casing	Bottom casing	Rotor shaft	Nozzle casing
H.P. turbine and rotor	Cert. No. 2419 Tri. LLOYD'S 1175	Cert. No. 2419 Tri. LLOYD'S 1174	Cert. No. 762 Nap. LLOYD'S 1480	Cert. No. 2354 Tri. LLOYD'S 1226
I.P. -- --	Cert. No. 2419 Tri. LLOYD'S 5933	Cert. No. 2419 Tri. LLOYD'S 5932	Cert. No. 762 B Nap. LLOYD'S 1450	Cert. No. 2354 Tri. LLOYD'S 1255
L.P. -- --	Cert. No. 963 Nap. LLOYD'S 1810	Cert. No. 964 Nap. LLOYD'S 1776	Cert. No. 762 D Nap. LLOYD'S 1529	<input checked="" type="checkbox"/>

	Shaft	Stars		Sleeves	
		frwd.	aft.	frwd.	aft.
Coupling shaft H.P.	Cert. No. 882 Nap. LLOYD'S 1526/25	C.No. 881 Nap. LLOYD'S 1525/18	C.No. 881 Nap. LLOYD'S 1525/24	C.No. 879 Nap. LLOYD'S 1578/6	C.No. 878 Nap. LLOYD'S 1552/7
-- I.P.	Cert. No. 883 Nap. LLOYD'S 1526/28	C.No. 881 Nap. LLOYD'S 1525/20	C.No. 881 Nap. LLOYD'S 1525/23	C.No. 879 Nap. LLOYD'S 1578/5	C.No. 878 Nap. LLOYD'S 1552/11
-- L.P.	<input checked="" type="checkbox"/>	C.No. 880 Nap. LLOYD'S 1525/14	C.No. 880 Nap. LLOYD'S 1525/16	C.No. 877 Nap. LLOYD'S 1533/11	C.No. 877 Nap. LLOYD'S 1533/2

For the reduction gearing set identification marks please see Genoa Rpt. No. 19286 and the certificates attached.

[Signature]

Sergio Delari
 Engineer Surveyor to Lloyd's Register of Shipping.