

Rpt. 9A

## REPORT OF MACHINERY SURVEYS AND REPAIRS

(ENGINES AND AUXILIARIES)

Received London

16. APR. 1963

Ship's Name SS/MS "ENRICO M"

Gross tons

Is there a rpt. 8? No

Port NANTES

Rpt. No. 962

No. of visits 5

First date 14th March 63 Last date 21st March 63

Interim Cert. issued  
& copy herewith? YesDamage rpt. issued  
& copy herewith? No

Last rpt. (H.Q. only)

Date of  
completing rpt. 29-3-63

Surveyed at, if different from Port above Saint-Nazaire

Is a rpt. 9B  
attached? No

MN

Nature of survey Damage repairs

Survey fees 250,00 F.

Damage fee -

Expenses 20,00 F.

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons &amp; rods N° 1 &amp; 3

2 Valves &amp; gears

3 Con. rods, top ends  
& guides centre

Side

4 Crankpins &  
bearings centre

Side

5 Journals &  
bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,  
pistons & rods7 Con. rods &  
top ends8 Crankpins &  
bearings9 Journals &  
bearings10 Coolers &  
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,  
pistons & rods12 Con. rods &  
top ends13 Crankpins &  
bearings14 Journals &  
bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors,  
blading, bearings  
& thrusts

15 Levers

17 Reduction  
gearing18 Scavenge  
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of

survey subject to the main engine crankshaft alignment being verified  
and to the camshaft chain idler wheel bearings being renewed on arrival  
at an Italian port, to which the vessel is proceeding directly.  
(March 1963)

(Where conditions of class are recommended to  
be retained, imposed, amended or deleted, particulars  
must be stated above and on the interim certificate.)

Date of Committee THURSDAY 25 APR 1963

Minute Deferred for ABS  
subject

F.C. Macfarlane

F.A. MACFARLANE,  
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

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Lloyd's Register  
Foundation

Write (a/n) (b) (c) (d)

012211-012220-0139 1/2

19 APR 1963

At port or complete Special Surveys those items which are not applicable  
to the ship are to be cancelled; 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.

considered that re-examination or repairs should  
be made before that date a distinguishing mark  
thrust should be inserted against the item and the  
circumstances and action taken or recommended  
described fully under "defects and repairs".

The condition of any item is to be described as "good"  
only when it has been examined, found or placed in  
good condition, and is considered to be acceptable  
until the due date of the next Periodical Examina-  
tion. Where repairs have been effected or it is



21

Exhaust steam turbines (with recip. eng.) 20 Steam compressors 22 Clutches & hydraulic couplings 24 Steam re-heaters 26 De-superheaters 28 Stop & manoeuvring valves 30 Main engine driven pumps 33	Thrust blocks 21 shafts & bearings Intermediate shafts & bearings 23 Condensers (main & aux.) 25 Air ejectors (main & aux.) 27 Forced &/or induced draught fans 29 Holding down bolts & chocks 31	Detuner or vibration damper 32 35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle) 38
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State Port P. or Starboard S.

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34 Crankcase doors & explosion relief devices 36 Essential independent pumps 37 Bilge, ballast & oil fuel suction lines, fittings & controls 39 Fresh water coolers 41 Heaters (state service) 43 Auxiliary air receivers & safety devices 45 Main air receivers & safety devices 46 Independent air compressors coolers & safety devices 47 Oil fuel tanks (not forming part of the hull structure) 48 Have all evaporators safety valves been tested under steam? 51 Fire extinguishing arrangements	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? 38 40 Lub. oil coolers 42 Feed water filters 44 Starting air pipes 49 Evaporators HP & LP 52 Steering machinery	50 Distillers 53 Windlass
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Identify by position

## AUXILIARY ENGINES

### PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The vessel was towed into this port on 13th March. It was stated that on 11th March leakage of water into the crankcase from N° 1 & 3 lower piston cooling water services pipes became so great that the pistons could no longer be cooled effectively and lubricating oil pressure could not be maintained in the bearings due to the quantity of water in the oil. It is stated that the engine could not be stopped for repair at sea due to violence of the weather.

Repairs: N° 1 lower piston cooling water swinging inlet pipe renewed (corroded internally along lower side).

N° 1 Lower piston cooling water inlet & outlet cast steel bends adjacent to air vessels replaced by good spares (corroded).

Packing and jointings on N° 3 lower piston cooling water service renewed (leaking).

The main engine scavenge pump air inlet trunk and silencer was removed & cracks in the plating welded & doubled. (Damage alleged caused by violent pulsation during engine racing in heavy weather)

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.



Ship's Name SS/MS "ENRICO M"

Port NANTES

Rpt. No. 962

The N° 2 & 3 main bearings were opened up and appear to be undamaged. The wear down was checked by bridge gauge and N° 3 journal found to be 0.2 mm below N° 2. On this account, it is recommended that the crankshaft alignment be verified on arrival at an Italian port.

It was also noted that the bearings of the idler wheels of the fuel pump camshaft chain were worn and it is recommended that these be also renewed.

The engine is considered efficient for the contemplated voyage to Palermo (Italy) for repair.

The Master states that the overdue auxiliary boiler survey will be held on arrival in Italy.

*F. A. Macfarlane*

F. A. MACFARLANE,  
Surveyor to Lloyd's Register.

