

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS

(ENGINES AND AUXILIARIES)

Received London
16. APR. 1963

Ship's Name ~~SS/MS~~ "HENRICO 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? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) 9744

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.

MB

S.A. fee

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

- 1 Cyls., covers, pistons & rods N° I & 3
- 2 Valves & gears
- 3 Con. rods, top ends & guides centre
- 4 Crankpins & bearings centre
- 5 Journals & bearings

Side

Side

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

- 6 Cyls., covers, pistons & rods
- 8 Crankpins & bearings
- 10 Coolers & safety devices

- 7 Con. rods & top ends
- 9 Journals & bearings

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

- 11 Cyls., covers, pistons & rods
- 13 Crankpins & bearings

- 12 Con. rods & top ends
- 14 Journals & bearings

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

- 16 Casings, rotors, blading, bearings & thrusts

- 15 Levers

- 17 Reduction gearing
- 18 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.)

F. A. Macfarlane

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

Date of Committee THURSDAY 25 APR 1963

Minute Defered for ABS subject

Write (adn) (6) red

012211-012220-0139 1/2

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

19 APR 1963

At part 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 omitted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must 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 Examination. Where repairs have been effected or it is



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

State Port P. or Starboard S.

36	Essential independent pumps				
37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
39	Fresh water coolers	40	Lub. oil coolers		
41	Heaters (state service)	42	Feed water filters		
43	Auxiliary air receivers & safety devices	44	Starting air pipes		
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?	49	Evaporators HP & LP	50	Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass

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.

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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.

