

Rpt. 9

Date of writing report 16/3/56
Survey held at Taranto

Received London 19 MAR 1956
No. of visits 4

Port of NAPLES
First date 29/2/56
Last date 10/3/56
No. 5813

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19176 Name M.V. "MARISIN M"
Owners Spedizioni Italiani Marittime Tempestri S.p.A.
Engines made 1928 By Sulzer Bros, Winterthur
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers — W.P. —
No. of Donkey Boilers 2 W.P. 150lbs
Surveyed Afloat or in Dry Dock drydock
Nature of Survey Dky, DBS & Pt CS
Was Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Hull		Machinery	
+100A1 carrying petroleum		+LMC	5/53
in bulk	11/54	DBS	11/54
ss Gen (Dr)	5/53	CL	11/54 N
Oil Engines			

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.

DOCKING Propellers Good Wear Down of Stern Bushes not taken Oil Glands not fitted Sea Connections good
Fastenings good Has Screwshaft/Tubeshaft been drawn? no Date of Examination — Has Shaft been changed? —
Has Shaft now fitted been previously used? — Has Shaft now examined/fitted a continuous liner? — Approved oil gland? —

MAIN ENGINES (Recip. Steam or I.C.) XHOBT

1 Cyls., Covers, Pistons & Rods No's 2, 3 & 4 Good
2 Valves & Gears do do

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

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

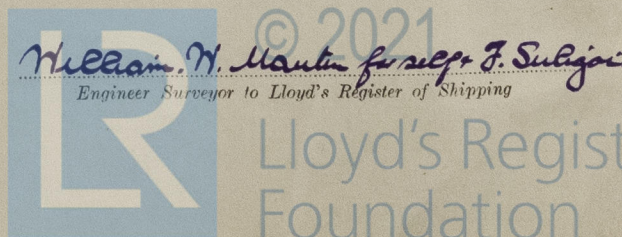
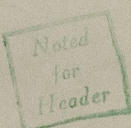
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

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 good order and eligible in our opinion to remain as classed with fresh record of + LMC CS (with date) when the survey is completed and DBS 3/56 when the port donkey boiler safety valve chest has been renewed. Subject

Date of Committee THURSDAY 12 APR 1956
Decision Deferred for CP DBS

30m, 6, 55. T. (MADE AND PRINTED IN ENGLAND.)



012744-012751-0221
If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Auxiliary condenser circulating pump, bilge pump := 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 (New) Good

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

PORT

STARBOARD

ELECTRICAL EQUIPMENT

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s 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 Port & Stbd 6/3/56
good

Superheaters

not fitted

Safety Valves

Good †

Mountings, Doors & Fastenings

Good

Safety Valves Adjusted to Sat.
Spt.

135 lbs (at C/E's request)

Boiler Securing Arrangements

good

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? yes

Forced Circulating Pumps

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

Funnel Efficient

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 & TEAR REPAIRS:= New tested cylinder liners satisfactorily fitted to No's 2,3 & 4

M.E. Cylinders.

Two new tested M.E. piston cooling water coolers; satisfactorily fitted replacing existing coolers.

Minor wear & tear boiler repairs.

† Port boiler safety valve chest found corroded and holed above valves, as no spare chest available, satisfactory temporary repair carried out but chest to be renewed at first opportunity

LEAVE THIS SPACE BLANK

Survey fees Docking & Cks Lit 6,800
DBS Lit 25,500
Pt CS Lit 7,100
Travelling Exp Lit 13,000
Damage fee LATE FEE Lit 5,000
Expenses...

Date when A/c rendered



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