

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

6 JUN 1953

Date of writing Report 8-5-53 When handed in at Local Office 19-5-53 Port of GENOA

No in Reg. Book Survey held at GENOA Date First Survey 19-1-53 Last Survey 4-5-53 (No. of Visits 27)

960455 on the Machinery of the Wood, Iron or Steel SINGLE SC. M. V. MARISIN M. ex BRITISH HONOUR-53

Gross Tonnage 7103 Vessel built at NEWCASTLE By whom PALMERS' Co. LD. When 1928-7  
Net Tonnage 4208 Engines made at WINTERTHUR By whom SULZER BRAS LD. When 1928  
748 Boilers, when made (Main) (Donkey) 1928

Owners SPEDIZIONI ITALIANA MARITTIME TERRESTRI S.P.A. Owners' Address (if not already recorded in Appendix to Register Book)  
Managers (State name of Dock) Port GENOA Voyage FOREIGN.

If Surveyed Afloat or in Dry Dock AFLOAT & IN N° 3DD GENOA. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) LMC CS DOCKING T.S. DBS REFS. + 100A4 + LMC CS. 5.49  
3.52 NWC DBS 3.52  
S.S NWC 5.49 TS CL 3.52  
2 DKS - WEB FRAMES  
LONGITUDINAL FRAMING.  
CARRYING PETROLEUM IN BULK.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any Letters respecting this case.

CLASSN (H) 30/12/52.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

as a damage report made by anyone else? If so, by whom? YES

did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? YES

not, state for what reasons? What parts of the Boilers could not be thus thoroughly examined? YES

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? YES

state latest date of internal examination of each boiler: PORT - STARBOARD DONKEY BLAS 24/4/53 Present condition of funnel: EFFICIENT.

did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? YES

did the Surveyor examine the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam? 150 LBS/0"

did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES, and of the Donkey Boilers? YES.

did the Surveyor examine the drain plugs of the Main Boilers? YES, and of the Donkey Boilers? YES.

did the Surveyor examine all the mountings of the Main Boilers? YES, and of the Donkey Boilers? YES.

has the screw shaft now been drawn and examined? YES Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end? No

has shaft now been changed? No If so, state reasons? Has the shaft now fitted been previously used? YES Has it a continuous liner? YES

an approved oil retaining appliance fitted at the after end? YES State date of examination of Screw Shaft 9-4-53 State the wear down in the stern bush 2" in Is electric light and power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? YES

as the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. COMPLETE.

It was stated by the Owner's Representative that the Survey would be advanced from time to time in accordance with the requirements of the Continuous Survey.

Now done for Docking:- Nessel placed in dry dock and examined propeller, stern bushes, tailshaft drawn in, all sea valves and connections together with their inside and outside fastenings and all found or now placed in good condition.

Now done for DBS:- The Port - Starboard donkey boilers examined internally and externally together with all manholes, doors, mountings and fittings and all found or now placed in good order; afterwards the safety valves adjusted under steam to the above stated pressure, the oil fuel burning system examined under working conditions and found satisfactory, the fire extinguishing appliances examined and found in order.

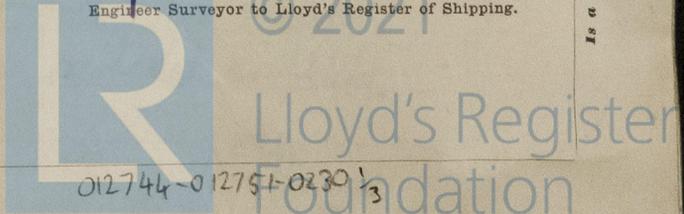
General Observations, Opinion, and Recommendation:- (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, XLMC 9.11 or XLMC 14.01b, FD, &c.) The Machinery of the Vessel so far as now seen is in good and efficient condition and eligible in my opinion to have the record of L.M.C. C.S. 5.53 and D.B.S. 5.53 and T.S. CL. 4.53.

LECTR. EQUIPMENT	£	36,000.
Survey Fee (per Section 23)	£	138,000.
DBS	£	30,000.
Special Damage or Repair Fee (if any) (per Section 23.)	£	15,000.
TAIL SHAFT	£	9,000.
travelling expenses (if chargeable)	£	29,820.
CAR FUND	£	4,580.
NEW TAX	£	2,902.

H. F. Mansfield.  
Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY 23 JUN 1953

Assigned + LMC 5.53 CERTIFICATE WRITTEN S. 4.53 DBS 5.53



Insert Character of Ship and Machinery precisely as in the Register Book

OIL ENGINE CONTINUOUS SURVEY

Now done for L.M.E. CS:- Main engine, examined all cylinders, covers, valves and valve gears, vertical drives and camshafts, lines, pistons and rings, piston rods, crossheads, guide shoes and guides, crosshead pins and top end bearings, connecting rods, bottom end bearings and crankpins, all main bearings and crankshaft journals, bedplate and holding down bolts, thrust block, shaft collar, pads and bearings, intermediate shaft and bearings, scavange pump, fuel pumps and all attached main engine driven pumps, and all found or now placed in good order.

Examined the forward and aft 2 cylinder aux. generator engines and the 10 KW steam driven aux generator engine in their entirety, the forward and aft aux. air compressors in their entirety, the stand starting air receiver together with all mountings, the original blast air bottles (in Eng Rm forward bulkhead) examined internally and all found in order.

The following auxiliary machinery examined in its entirety, the ballast pump, the general service pump, the aux. condenser circ. pump, the 2 boiler feed pumps, the 2 salt water circulating pumps, the 2 H.P. - 2 L.P. lubricating oil pumps, the stand-by lub oil pump, the stand-by F.W. circ. pump, the 3 fuel valve cooling pumps, the transfer and fuel oil pressure pumps in Eng Rm and the transfer and ballast pump in the 2nd Pump Room.

The starting gear examined complete and the Wullian examined in its entirety and all found or now placed in good order.

Aux condenser examined and tested, main steam pipes examined and tested.

All pumps & pumping arrangements examined and found in order.

Electrical Equipment:- Examined all dynamos & motors together with their control gears and cables etc and circuit breakers on the 2 original oil engine driven 65 KW generators tested for overload & reverse current trips and found to operate satisfactorily, the electrical system examined throughout and all main & sub circuits tested for insulation resistance and all found or now placed in good order.

Repairs:- Main engine crankshaft removed from ship to the works of Messrs S.I.A.C. and No 6 crank throw previously found cracked in way of crankpin at Algiers now removed, shaft magnaflux tested and found also No 6 crankshaft journal also fractured now renewed, Reft 6 covering the repaired shaft attached herewith.

After the above repairs the complete shaft was placed in the lathe and all journals and crankpins lightly skimmed to standard size, all main bearings retalled and crankshaft bedded in satisfactorily and lined up to intermediate and tailshaft.

All bottom end bearings retalled and refitted to crankpins, all crosshead pins lightly skimmed and top end bearings retalled & refitted to pins, crosshead guide shoes machined and adjusted to guides, connecting rod palms, top & bottom machined 2 new cylinder liners fitted, 1 cylinder cover and 1 piston now renewed on the main engine, all camshaft & vertical drives overhauled completely, thrust bearings and pads retalled and refitted.

Repairs continued:- Forward aux generator engine, renewed 2 cylinder coops, 2 liners and 1 piston, all bearings overhauled and adjusted; Aft aux generator engine, renewed 2 cylinder liners & 2 pistons, all bearings adjusted. All other machinery refitted as found necessary.

Now done for Alterations:- The cooling medium for the pistons has now been changed to fresh water and 2 fresh water coolers have been fitted on the port side of the Eng Room, the main engine driven bilge pump has been converted for use as the fresh water cooling pump and a stand by pump has also been fitted.

A new air pump has also been fitted to the aux condenser and a new hot well tank fitted.

A second hand 45kW generator set driven by a compound steam engine has now been fitted on board, the engine has been examined in its entirety and the generator and motor gear have been examined and megger tested and afterwards the set examined under working conditions and the circuit breaker tested for overload tripping and all found in order, Note the aux generator set is not arranged to run in parallel with the 2 original oil engine driven 65kW aux. generator sets.

On completion of the above examinations, repairs and alterations the main & auxiliary machinery was examined during a short sea trial under working conditions at full load and all found satisfactory and no major defects developed during the trials.

M. Mansfield