

WRECK
SECTION

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6. 11. 1951

Rpt. 9

Date of writing report 25-2-61

Received London

Port NAPLES (Italy)

No. 7136

Survey held at Naples.

No. of visits One

First date &

Last date 15-2-61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 57548 S.S. ss. "CONTE GRANDE" Gross tons 23842 Date of build 1928 2mo.
Owners Soc. Marittima Naz. ITALIA Managers - Port of Registry Genoa
Engines made Tri. A. By Stab. Tecnico Type 4 St. turb. geared to 2 sc. sh.
No. of Main Engines 1 No. of Screws 2
No. of Main Boilers 7 DB & 2 SB. W.P. 2201b Spt.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Propeller Damage
Was Damage Report issued? - Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull

Machinery

+100A1
(Dr) 7/49-8/58
DS.7,60

+LMC
Lloyd's RMC
CS.12,58 SPS.1,59
M. 8,59
CL.p.1,59
s.7,60

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 - Wear Down of Stern Bushes - Oil Glands - Sea Connections -
Fastenings - Has Screwshaft Tubeshaft been drawn? - 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.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
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 surveyed, is eligible, in my opinion, to remain as now classed, without fresh record for survey, subject to the Port and Starboard propellers being specially examined next Drydocking and subject as previously recommended.

Date of Committee

Decision

40m.3.58 T. (MADE AND PRINTED IN ENGLAND.)

(C.Starc)

Engineer Surveyor to Lloyd's Register of Shipping

002830- 002831- 0160

32 Essential Independent Pumps (Identify by position)
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
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		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors	
b Exciters			
c Air Coolers		m Motors	
d Motors			
e Air Coolers		n Switchboards & Fittings	
f Control Gear, Cables, etc.		o Circuit Breakers	
g Insulation Resistance		p Cables	
h Insulating Oil Test		q Insulation Resistance	
i Overspeed Governors		r Steering Gear Generators and Motors	
j Magnetic Couplings		s Navigation Light Indicators	
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to Sat. Spt.
Boiler Securing Arrangements
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?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
Funnel

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)

DAMAGE SURVEY At the request of the Master, attended on board for Propeller Damage stated to have been sustained on the 15th Febr., 1961 whilst the ship was manoeuvring for mooring in Naples, One Manila tow rope broke and fouled the Port and Starboard Propellers.
At Master's request a Diver made free the propellers, examined and found the port propeller three blades tip slightly bent and one propeller blade tip somewhat broken and the Stbd. propeller found one propeller blade slightly bent.
It was recommended that the Port & Stbd. propellers being specially examined next Drydocking. The Owners representative stated that the Ship will be Drydocked at Genoa, to which port the ship is proceeding.

LEAVE THIS SPACE BLANK

Survey fees	Damage Survey (85%)	Lit. 6.800
	General Exps.	" 1.300
	Rev. Tax 3%	" 243

Damage fee ...
Expenses...

Date when A/c rendered

