

Rpt. 9

Date of writing report 6th April, 1961 Received London Port SUEZ No. 1396  
Survey held at Suez No. of visits five First date 25/3/61 Last date 5th April, 1961.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 73720 Name M.V. "NONNA MARO" Gross tons 6857 Date of build 8-1928  
Owners MARIBLANCA NAVEGACION S.A. Managers -ditto- Port of Registry Monrovia  
Engines made Grk. By J. G. Kincaid & Co. Ltd. Type Oil engine 4SA 6 Cy.  
No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers	W.P.	Hull	Machinery
No. of Aux. Boilers 2	W.P. 150 lb.	+100A1	+IMC
Surveyed Afloat or in Dry Dock Afloat		SS (Dr.) 8.51	CS 10.56
Nature of Survey Aux. BS & Conditions of Class		SS 9.56	ABS 2.60
Was Damage Report issued? Int. Cert.?		DS 3.60	CL 3.60

port (For Head Office only)

tion 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 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 seen is in good condition and eligible in my opinion to remain as classed with fresh record of ABS 3.61 subject to the Main Engine No. 6 cylinder cover being re-examined and dealt with as found necessary by the end of September, 1961. (6 month's limit).

Date of Committee Decision ABS 3.61 4th April 1961



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).....

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

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY & PRESS	Port & Starboard boilers
		examined on 25th March, 1961.
Superheaters.....	Good	
Safety Valves.....	Good	
Mountings, Doors & Fastenings.....	150 lbs	
Safety Valves Adjusted to { Sat.....	Good	
{ Spt.....		
Boiler Securing Arrangements.....	Exhaust Gas Heated Economisers.....	
Main 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?.....	None	Funnel..... Good

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)

Repairs due to Wear & Tear:- Approximately half of the total number of plain tubes in the starboard auxiliary boiler renewed (wasted at combustion chamber ends) One plain tube in port boiler renewed (wasted and leaking badly at c.c. end) Two outboard lower side c.c. stays renewed (fractured) Minor repairs effected to boiler mountings. One length boiler feed water pipe repaired (leaking).

Conditions of Class:- M.E. No. 4 cylinder cover to be re-examined by 12/61. M.E. No. 6 cylinder cover to be re-examined by 3/61. Main Engine crankshaft middle coupling to be re-examined by 1/61.

The main engine No. 6 cylinder cover has been examined and while it is cracked it is considered good for further service. It is therefore recommended that the M.E. No. 6 cylinder cover be re-examined and dealt with as found necessary by the end of September, 1961 (6 mos limit).

Nothing has been done regarding the other conditions of class at this time and they remain as previously recommended.

Survey fees	ABS	£ 35.200
Repairs & SRL		£ 20.000
	L.A.F.	£ 6.000
Stamp duty		£ 0.200
Damage fee		
Expenses ..		£ 1.000

Date when A/c rendered 6th April, 1961.