

Rpt. 9

Date of writing report 30/5/59

Survey held at LA SPEZIA

Received London

No. of visits 5

Port LA SPEZIA

First date 30/4/59

No.

Last date 19/5/59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 70625	Name M.V. S/S "MARISTRELLA"	Gross tons 7952	Date of build 1921
Owners Maristrella Nav.S.A.	Managers --	Port of Registry Monrovia	
Engines made 1921	By John Cockerill, S.A.	Type Q. 8Cy. 23" 33" 47" & 67" x 48"	
No. of Main Engines 2	No. of Screws 2	Records of Survey & Special Notations as per Register Book	
No. of Main Boilers 6	W.P. 215 lb.		
No. of Aux./Donkey Boilers --	W.P. --		
Surveyed Afloat or in Dry Dock both			
Nature of Survey DS-Rps- Gen. Exam.			
Was Damage Report issued? No	Int. Cert.? Yes		
Last Report (For Head Office only)			

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 4.5 mms. (p.&s.)	Oil Glands --	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)		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 good good				
24 INTERMEDIATE SHAFTS & BEARINGS				
25 HOLDING DOWN BOLTS & CHOCKS				
26 CONDENSERS (MAIN & AUX.)				
27 STEAM RE-HEATERS				
28 DE-SUPERHEATERS				
29 STOP & MANOEUVRING VALVES good				
30 MAIN ENGINE DRIVEN PUMPS				
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES				

Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now surveyed, is in satisfactory condition and eligible to remain as now classed with fresh record of MBS 5/59. The Owners' proposal to postpone the ES until May 1960 is recommended to the favourable consideration of the Committee.

Date of Committee	TUESDAY - 7 JUL 1959
Decision	Deferred for ES with action MBS 5.59 without Spl cdr

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good
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 good 46 Fire Extinguishing Arrangements good

AUXILIARY ENGINES (Identify by position)
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		ELECTRICAL EQUIPMENT	
PROPULSION	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 good
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators good
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN All ex'd.
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves All = good
Mountings, Doors & Fastenings All = good
Safety Valves Adjusted to { Sat. All = 200 lbs/sq.in.
Spt. -
Boiler Securing Arrangements All = 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? good Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes = good 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)

W. & T. Repairs: only minor repairs now carried out.
Condition of Class: Reg. Prop. & after end of sternbushes to be specially ex'd by N.D.D.
Now found: After end of sternbush (p.&s.) in order. Port propeller in order. Starboard 3 bladed propeller (loose-bladed type); boss in order. (1st) blade slightly distorted and cracked (crack 4" long). (2nd) blade heavily distorted and part missing (12" x 33" at blading edge & 1" x 25" at following edge). (3rd) blade heavily distorted and cracked in 4 places.
Now done: (1st) blade satisfactorily repaired in place. (2nd) & (3rd) blades satisfactory renewed whilst boss in place using two new bronze spare blades existing on board. The two new blades (no test marks noted) were surface examined and found free from visible defects.
Now done Gen. Exam. p.&s. M.E. trust blocks, windlass & piping systems examined and Electrical plants megger tested and made good as found necessary.
It is submitted that the Owners' proposal to postpone ES until May, 1960 being favourably considered by the Society's Committee.

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Survey fees GEN. EXAM. = £ 17-3-0
MBS = £ 68-12-0
RPRS = £ 13-14-0

Damage fee ...

Expenses... (See RPRS)

S.A.F.

Date when A/c rendered 9/6/59

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