

Rpt. 9

Date of writing report 24/11/56

Received London

Port Calcutta

No. 17333

Survey held at Chittagong, Pakistan

No. of visits 1

First date and

Last date 19/11/56

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 60256 Name S.S. "MARIALAURA"

Gross tons 7141 Date of build 1945 - 7

Owners Fratelli D'Amica

Managers

Port of Registry Rome

Engines made Hpl By Cen. Marine Eng. Works.

Type T 3 Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 3 SB W.P. 220 lb(Spt)

~~XXXXXXXXXX~~ W.P.

Surveyed Afloat Chittagong

Nature of Survey Part B.S.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull

Machinery

+100 A1

+LMC - 7/53

9/55

BS - 6/55

S.S. Nap - 7/53

CL - 9/55

R.I.

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, { Side
Top Ends & Guides { Centre

4 Crankpins & { Side
Bearings { 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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel as now seen is in safe working condition and eligible in my opinion to remain as classed with fresh record of B.S. 5/56 when the survey has been completed, subject to the tubes fitted with stoppers and the burned tubes in centre boxes of Port and Centre boilers being dealt with before the end of January, 1957.

FRIDAY 14 DEC 1956

Date of Committee

Decision

Deferred for comp BS

Subject

Engineer Surveyor to Lloyd's Register of Shipping

E. D. COOK.

Noted for Header

Lloyd's Register

008751-00 FOUNDATION

9. 17333.

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 | | AUXILIARY EQUIPMENT |
|------------------------------|-----------|----------------------|--|---------------------------------------|
| PORT | STARBOARD | | | |
| 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 | | | | |
| j Magnetic Couplings | | | | |
| k Air Gap | | | | |

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

MAIN **Port & Star'bd 19/11/56** + AUXILIARY, DONKEY or PRESS _____

Superheaters **Good**

Safety Valves **Good**

Mountings, Doors & Fastenings **Good**

Safety Valves Adjusted to { Sat. **Not adjusted**

{ Spt. **Not adjusted**

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? **No** Forced Circulating Pumps _____

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

Defects: Port boiler: port box, 3 tubes fitted with stoppers.
centre box, 1 tube fitted with stopper, 2 further tubes marked for fitting stopper now, a number of tubes noted burned at combustion chamber end.

Centre boiler: port box, 1 tube fitted with stopper.
centre box, a number of tubes noted burned at combustion chamber end.

The Master and Chief Engineer stated that no spare tubes were available on board or procurable at that port. The Owners had tubes in hand for retubing all 3 boilers on the vessels return to Italy in about 6 months time. They were advised to procure a stock of tube stoppers before leaving the port and arrange for a number of new tubes to be fitted on the vessels arrival at Japan where she is now proceeding via Mormugao.

/2...

LEAVE THIS SPACE BLANK

Survey fees ~~Port & Star'bd 19/11/56~~
~~xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx~~

"For Fees see L.R./R.I. slip attached".

Damage fee ...

Expenses ...

Date when A/c rendered **28/11/56**

9. 17333.
t. 9a.
rt of Calcutta

Continuation of Report No. 17333 dated 28/11/56 on the "MARIALAURA"

It is recommended that the tubes fitted with stoppers and the burned tubes in centre boxes of port and centre boilers be dealt with before the end of January, 1957 meantime considered efficient.

To Complete B.S: Defective tubes in Port and Centre boilers (centre boxes) to be renewed and tube stoppers examined.

Safety valves of all 3 boilers to adjust.

Oil burning system and remote controls to be examined working in accordance with the Rules.

Surveyors at Shimonoseki, Japan advised.

6.2.6

R.I. Class Certificate on board endorsed.