

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

26 AUG 1953

(Received at London Office)

Date of writing Report 31-7-53 When handed in at Local Office 3-8-53 Port of Naples

No. in Register 6816 Survey held at Naples Date 21-10-52 First Survey 21-10-52 Last Survey 10-7-1953

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. SS. MARIALAURA (No. of Visits 12)

Gross Tonnage 7318 Vessel built at W. Hartlepool By whom W Gray & Co Ltd Year 1945 Month 7

Net Tonnage 5177 Engines made at Co. By whom Cem. Mar. E. W. S. When 1945

Boilers, when made (Main) 1945 (Donkey) 1945 Owners Frattelli d'Amico Owners' Address Rome

Managers C.N. Baimi Port Rome Voyage

Key Boilers 220 lb If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Boilers 350 lb Port No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Boilers 220 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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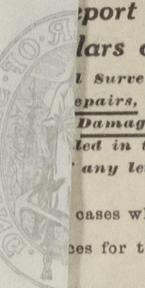
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Insert Character of Ship and Machinery precisely as in the Register Book

Particulars of Examination and Repairs (if any) LMC. TS. Alteration

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides the nature of the damage, the cause of which must be stated, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case 23-4-53 82A

In 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

Has a special damage report made by anyone else? If so, by whom?

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yes

For what reasons? None What parts of the Boilers could not be thus thoroughly examined? None

Special means, in the absence of internal examination, were adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler? None

What was the latest date of internal examination of each boiler? all 21-10-52 and again 10-6-53 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lb

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lb

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? None 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 the shaft now been changed? No If so, state reasons None Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 12-6-53 State the wear down in the bush 5 m/m

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

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

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

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Remarks: Vessel placed in drydock propeller, screw shaft, drawn, stern bush, sea cocks & valves opened up with their outside fastenings examined.

BS: All boilers examined throughout with Superheaters, Safety Valves and all mountings. Safety Valves adjusted as above steam smothering, oil fuel burning installation and extended spindles tried under working conditions.

MS: All ME cylinders, pistons, valves & casings, crank, thrust and intermediate shafts with their bearings, attached and independent pumps, pumping arrangements, steam pipes over 3" bore and condensers tested, evaporator, dynamo engines, winches & steering gear examined, found or placed in good condition.

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, LMC 9.11 or LMC 140 lb., FD, &c.)

The machinery of this ship is in an efficient condition and is eligible in my opinion to remain as now classed with fresh record of +LMC 7.53 and TS.Ch 6.53.

Survey Fee (per Section 23) FROM A/c. 24 LMC. 65 £ 102.000
Special Damage or Repair Fee (if any) None £ 15.300
Travelling expenses (if chargeable) £

Fees applied for, £
Received by me, £

TUESDAY 22 SEP 1953

Assigned + LMC 7.53
5.6.53
CERTIFICATE WRITTEN

Leech For A. Amato
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
008751-008752-00331/2

S.S. "MARIALAURA"

Electrical: The electrical installation generally examined and tested under working conditions. The electrical insulation megger tested with satisfactory results.

Alterations

new oil fuel Deep tanks P & S to second deck constructed between Frames 68 and 75. (See P & S).

NOTE: The approved plans show a deep tank in way of the tunnel entrance, frames 48/49 to 52. The Owners later decided that this tank would not be required and it was therefore not constructed.

The bilge pipes in way of deep tanks renewed and tested in accordance with Para. E 253 of the Rules. Bilge suction in forward holds fitted with approved non-return valves as per Para E 265.

The existing Oil fuel suction and delivery pipes renewed in heavier gauge and additional connections introduced for the new deep tanks.

Heating coils fitted and tested in deep tanks draining to observation tank.

The Fwd. S. oil fuel service tank is now used as an overflow tank, overflow line fitted with sight glasses. Extended spindles fitted to deep tank suction valves.

Approved Plan N° 0/359 accompanies this Report.

Specs for S. H. A. S. S. S. S.



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Docking - Sumbaff enamed
Lmc Dec 11. Barnfield

It is submitted that this
vessel is eligible for THE
RECORD-LMC. 7.53

5.6.53

Ken

17.9.53



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