

Rpt. 9

Date of writing report 23/6/56

Received London

30 JUN 1956

Port

GENOA

No.

21512

Survey held at GENOA

No. of visits six

First date 30/6/55

Last date 9/5/56.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 35495 S.S. "ROSANGELA MARTINI" ex "Zahra"

Gross tons 821 Date of build 11/1927

Owners CI.CO.MA. Compagnia Italiana Commerciale Marittima.

Managers -

Port of Registry Genoa

Engines made 1927 By D. & W. Henderson & Co. Ltd., Glasgow

Type Triple Expansion Eng. 3 Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 SB W.P. 180 lbs.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock both

Nature of Survey Docking, TS and 08 CS

Was Damage Report issued? - Int. Cert.? yes

Last Report (For Head Office only)

+100 A1

carrying petroleum in bulk

SS Csb.(Dr) 7/53

Dkg. 2/54

+LMC 7/53

BS 7/53

TS CL 3/52

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 3 mm. Oil Glands - Sea Connections -
Fastenings good Has Screwshaft been drawn? yes Date of Examination 4/5/56 Has Shaft been changed? no
Has Shaft now fitted been previously used? - Has Shaft now examined/attended a continuous liner? yes Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.)

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Side
Top Ends & Guides Centre4 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 & 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, so far as now seen, is in efficient condition and eligible, in my opinion, to remain as now classed with fresh record of BS 5-56 and the notation TS CL 5-56.

Date of Committee

TUESDAY 3 JUL 1956

Decision

S 5-56

BS 5-56

(F.B.Gray)

Engineer Surveyor to Lloyd's Register of Shipping

30m.6.55. T. (MADE AND PRINTED IN ENGLAND)

Lloyd's Register
Foundation

008753 - 008758 - 0132

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position).....

33 Bge, 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	PORT	STARBOARD		AUXILIARY EQUIPMENT	
Generators.....				Generators & Governors.....	
Exciters.....				Motors.....	
Air Coolers.....				Switchboards & Fittings.....	
Motors.....				Circuit Breakers.....	
Air Coolers.....				Cables.....	
Control Gear, Cables, etc.....				Insulation Resistance.....	
Insulation Resistance.....				Steering Gear Generators and Motors.....	
Insulating Oil Test.....				Navigation Light Indicators.....	
Overspeed Governors.....					
Magnetic Couplings.....					
Air Gap.....					

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

MAIN P & S - 4/5/56 = good. AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves..... P & S = good

Mountings, Doors & Fastenings..... P & S = good

Safety Valves Adjusted to..... 180 lbs.

Boiler Securing Arrangements..... P & S = good

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... yes

Have Saturated Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....

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)

NOW DONE FOR BOILER REPAIRS :-

Some plain tubes renewed in port boiler and minor repairs effected to mountings.

At this time a new 250 tons cargo pump was fitted in the cargo pump room midships.

New heating coils were installed in all cargo tanks. The coils were examined under hydraulic test to 360 lbs/sq." and found in order.

The cargo line connections to the forward and after cofferdams were removed and the bulkheads closed with electric welded steel plates.

N.B.: This vessel is now dual class L.R. - R.I.

LEAVE THIS SPACE BLANK

Survey fees DOCKING..... Lt 3.000

..... B.S. Lt 30.000

..... T.S. Lt 6.000

ALTERATIONS..... Lt 24.000

Expenses... (See Rpt &)

LATE FEE..... Lt 500.00

Date when A/c rendered..... 25/6/56

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