

Rpt. 9

Date of writing report 17/9/56

Survey held at GENOA

Received London 24 SEP 1956

No. of visits 13

Port GENOA

First date 21/7/56 Last date 20/8/56

No. 21788

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 26138 Name M.V. "GOLFO DI CASTELLAMMARE" ex "SAN AMADO" Gross tons 7316 Date of build 2/1935  
Owners Compagnia Palermitana di Navig. Managers - Port of Registry Palermo  
Engines made 1935 By J.G.Kincaid & Co. Ltd. Type Oil Engine 4SA 8 Cy.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. -  
No. of Donkey Boilers 2 W.P. 180 lbs.  
Surveyed Afloat or in Dry Dock both  
Nature of Survey DBS, TS  
Was Damage Report issued? yes Int. Cert.? yes  
Last Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull	Machinery
+100 A1	+LMC CS 6/55
SS Shl.(M) 6/55	BS d 6/55
12 mos.	TS CL 9/53
Dkg. 6/55	s.p.s. 6/55

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 3,5 mm. Oil Glands - Sea Connections good  
Fastenings good Has Screwshaft been drawn? yes Date of Examination 8-8-56 Has Shaft been changed? yes  
Has Shaft now fitted been previously used? no Has Shaft now examined/fitted 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, Top Ends & Guides Side  
4 Crankpins & Bearings Side  
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 efficient condition and eligible, in my opinion, to remain as now classed with fresh record of DBS 8-56 and TS CL (N) 8-56, without condition regarding electrical equipment and P & S donkey boilers stay tubes.

Date of Committee

Decision

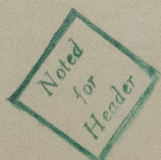
30m, 6,55. T. (MADE AND PRINTED IN ENGLAND.)

THURSDAY 8 - NOV 1956

As now, without spl. cdn.  
SN 8,56 DBS 8,56

(F.B.Gray &amp; S.Gasperini)

Engineer Surveyor to Lloyd's Register of Shipping



F.B. Gray  
S. Gasperini

Lloyd's Register  
Foundation

002015-002020-0018

Has a Survey also been held on Ship?  
If so, is the Report sent now, or when will it be sent?

yes

If certificate is required state where to be sent



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	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors..... good
b Exciters.....			m Motors..... good
c Air Coolers.....	22-8-3		n Switchboards & Fittings..... good
d Motors.....			o Circuit Breakers..... -
e Air Coolers.....			p Cables..... good
f Control Gear, Cables, etc.....			q Insulation Resistance..... good
g Insulation Resistance.....			r Steering Gear Generators and Motors..... -
h Insulating Oil Test.....			s Navigation Light Indicators..... good
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..... ~~AUXILIARY~~ DONKEY ~~W-PRESS~~ P & S =good (13/8/56)

~~Superheaters~~

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

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

Safety Valves Adjusted to { Sat..... 180 lbs/sq.inch

{ Spt.....

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

~~Main Exhaust Steamers~~..... ~~Exhaust Gas Heated Steamers~~

~~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~~

~~Exhaust Steam 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)

DAMAGE :-

Damage stated to have been sustained on the voyage from Berre to Genoa in June 1956 due to propeller striking a submerged object.

Now done for damage :-

Spare screw shaft fitted to cast iron propeller and spare T.S. & cast iron propeller fitted in place.

One blade of the four bladed bronze propeller was found broken off for about 1/3 and the screw shaft ~~bladed~~ removed ashore and the liner lightly machined.

WEAR AND TEAR REPAIRS :

A number of leaking tubes in the P & S boilers expanded and all mountings overhauled. The nine tube stoppers or stays used for stiffening the front and back tube plates of the port & stbd. boilers were drawn, examined and refitted.-

.../... (See continuation on sheet No.2)

Survey fees..... Lt 8.000

T.S. Lt 9.000

DBS Lt 24.000

Rpn. Lt 23.400

Damage fee..... Lt 30.000

ELECTR. EQUIP. Lt 30.000

Expenses... (See App. 1)

SUNDAY FEE Lt 7.000

Date when A/c rendered..... 20/9/56