

Rpt. 9

Date of writing report 17/9/56

Received London 24 SEP 1956

Port GENOA

No. 21788

Survey held at GENOA

No. of visits 13

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

REPORT OF PERIODICAL SURVEYS & 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)

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.

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

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 good Centre -

4 Crankpins & Bearings Side good 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 & MANOEUVRING VALVES

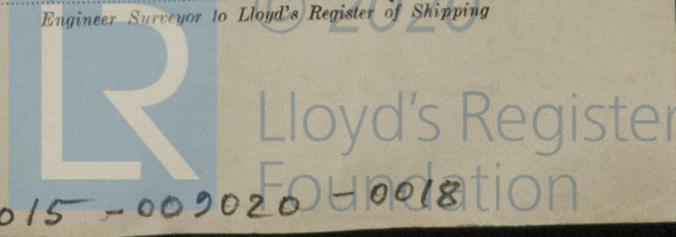
30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

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 THURSDAY 8 - NOV 1956 Decision As now, without spl. cdn. SN 8,56 DBS 8,56

F.B. Gray & S. Gasparini Engineer Surveyor to Lloyd's Register of Shipping



009015-009020-0018

- 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... good
b Exciters.....			m Motors... good
c Air Coolers.....			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..... ~~DONKEY EXPRESS~~ P & S = good (13/8/56)

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 Economiser~~ Exhaust Gas Heated Economiser.....

~~Steam Heated Steam Generators~~ Steam Generator Safety Valves Adjusted to.....

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

~~Steam Heated 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.-

LEAVE THIS SPACE BLANK

The machinery of this vessel as far as now seen is in efficient condition and suitable for service. (See continuation on sheet No.2)

Survey fees... Lt 8.000
T.S. Lt 9.000
D.B.S. Lt 24.000
Rhm. Lt 33.400
Damage fee... Lt 30.000
ELECTR. EQUIP. Lt 30.000
Expenses... (See A.P.C.)
SUNDAY FEE Lt 7.000

(Introduct. 2 & 3. G. & S. G. & S. G.)

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

