

Rpt. 9

Date of writing report 8th Sept 55

Survey held at Genoa

75 SEP 1955

Received London

No. of visits six

Port of GENOA

First date 24th Aug.

Last date 31st August 1955

20996

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 51676 Name M.V. "ANTONIO ZOTTI" Gross tons 6200 Date of build 1947 2nd

Owners Soc. "ETNA" Managers Port of Registry Palermo

Engines made 1947 By C.R.D.A. Type Oil Eng. 25.C.D.A.

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 W.P. 185 lbs

No. of Donkey Boilers 2 W.P. 185 lbs

Surveyed Afloat or in Dry Dock afloat

Nature of Survey Dam. repairs

Was Damage Report issued? no Int. Cert. yes

Last Report (For Head Office only)

Hull	Machinery
100 A 1	+LMC CS 10.51
6.54 GEN	DBS 9.52
SS Gen. 12.50	TS CL 8.52

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 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 (I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods No. 4 good.

2 Valves & Gears No. 4 good.

3 Connecting Rods, Top Ends & Guides Side Centre

4 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 good

12 Connecting Rods & Top Ends good

13 Crankpin & Bearing good

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 cooling pumps good.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

This vessel's machinery is eligible, in my opinion, to be continued as now classed with fresh record of CS (with date) when the survey has been completed, subject to the lower donkey boiler, now out of use, being put in good working order at the earliest opportunity.

Date of Committee FRIDAY 21 OCT 1955

Decision See minute on

30m, 5, 54, T.

Gen 20996 (hull)

Rusaldi

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

010618-010623-0265

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

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..... 40 Auxiliary.....
- 39 Air Receivers & Safety devices—Main.....
- 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
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

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

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

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

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 repairs now effected: The lower scavange pump piston rod, broken, has been renewed with a spare - The connecting rod, slightly distorted, has been faired - The connection of the cross head and guide shoe, indented, has been machined true, and the connecting screws (the breaking of which caused the damage) have been renewed after the adjusting of the holes - The combined bottom cover and stuffing box housing, badly fractured, has been renewed with a fabricated one, satisfactorily built, welded and annealed prior the machining, under our supervision -

The piston & piston rod of the salt water attached cooling pump have been renewed - (piston rod found distorted and piston broken in way of boss) -

The joint of No. 4 bottom cover, found badly leaking has now been renewed -

LEAVE THIS SPACE BLANK

Survey fees

REPAIRS: 17 48.000 = 15%
Damage/fee = 17 48.000 =
OAR FUND 17 48.000 =
Expenses... 17 52.92.
REV. TAX 17 14.10.

Date when A/c rendered

9/3/05

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DUAL CLASS
R. & R. I.