

Rpt. 9

Date of writing report 2-7-1955

Survey held at Genoa

Received London

No. of visits two

Port of Genoa

First date 2-7-1955

Last date 6-7-1955

No. 20908

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 51676 Name M.V. ANTONIO ZOTTI
Owners ETNA. Società di Navigazione Palermo.
Engines made 1947 By CRJA. Trieste
No. of Main Engines one No. of Screws one
No. of Main Boilers one W.P. 185 lb
No. of Aux./Donkey Boilers 2 W.P. 185 lb
Surveyed Afloat or in Dry Dock afloat
Nature of Survey advance of LMC CS
Was Damage Report issued? Int. Cert.?
Last Report (For Head Office only)

Gross tons 6200 Date of build Comm. 1947-200.
Port of Registry Genoa
Type Del. eng. 25 C.I.P. - 6 Cyls.

Records of Survey & Special Notations as per Register Book

Hull 100 A1 SS Gen - 12.50	Machinery + LMC CS 10.51 TS. CL 1.52 J135 9.52
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Carrying Petroleum in bulk.

Laid up - Surveys over due.

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 (Recip. Steam or I.C.)

1 Cyls., Covers, Pistons & Rods 100 1 - H x 6 = good
2 Valves & Gears 100 1 - H x 6 = 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

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 good and efficient condition and eligible in my opinion to remain as now classed with fresh record of + LMC CS (with date) on completion of survey subject to the lid of the sea water valve for the last water circulating pump to the strand condenser be re-examined to next dry docking as previously recommended.

Date of Committee

FRIDAY 21 OCT 1955

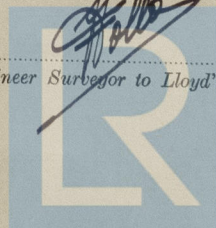
Decision

See minute on

30m, 5.54. T.

Gen 20956

Engineer Surveyor to Lloyd's Register of Shipping



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32 Essential Independent Pumps (Identify by position). *Stand by lubricating oil circulating pump to main engine and the stand by fresh water circulating pump to main engine. - good.*

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 *for the oil fuel injection valves cooling - tested - good.*

36 Independent Air Compressors, Coolers & Safety Devices

36 Lub. Oil Coolers

37 Heaters (state service)

38 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

PORT

STARBOARD

ELECTRICAL EQUIPMENT

AUXILIARY EQUIPMENT

a Generators			i 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

AUXILIARY, DONKEY or PRESS

Superheaters		
Safety Valves		
Mountings, Doors & Fastenings		
Safety Valves Adjusted to { Sat. Spt.		
Boiler Securing Arrangements		
Main Economisers		
Steam Heated Steam Generators		
Exhaust Gas Heated Economisers		
Steam Generator Safety Valves Adjusted to		
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?		
Forced Circulating Pumps		
Funnel		

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)

Wear and Tear = main engine up to piston found lower head rusted and piston rod sleeve, washed. Piston overhauled and refitted in good order renewing its rod sleeve and rings as found necessary.

Note = The vessel has been sold to Messrs. "ETNA" Società per Azioni - Palermo, and she is now at La Spezia where it is understood, that all overdue surveys will be carried out.

LEAVE THIS SPACE BLANK

ADV. LMC (G.S.) Lt. 12000 = 10% = Lt. 10200 =

CAR FUND Lt. 102 =

Expenses... Lt. 1498 =

CAPE FEE Lt. 5000 =

REV. TAX Lt. 504 =

Date when A/c rendered 18/8/55

UNCLASS R.I.

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