

Rpt. 9

1 JAN. 1962

26579

Date of writing report 20th December, 1961

Survey held at GENOA

Received London

No. of visits 8

Port GENOA

First date 4/12/61

Last date 13/12/61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05747 Name M.V. "CANOPO"

Owners SNAM S.p.A.

Managers

Gross tons 6374

Date of build 1930-11

Engines made 1930

By Barclay, Curle & Co. Ltd., Glasgow

Port of Registry Genoa

No. of Main Engines 1 No. of Screws 1

Type oil engine 2SA 4Cy.

No. of Main Boilers - W.P. -

Records of Survey & Special Notations as per Register Book

No. of Aux. Boilers 2 W.P. 120lbs

Surveyed Afloat or in Dry Dock both

Nature of Survey DS, CS, ABS, RPRS

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

Last Report (For Head Office only)

Hull	Machinery
+100A1	+LMC
SS(Dr) 11/55 - 11/59	CS 11/59
DS 3/61	BS.A. 3/61
	TS.CL. 11/59
	SP. 11/59

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.

yes outside DOCKING Propellers good Wear Down of Stern Bushes mm. 4 Oil Glands - Sea Connections not exmd.
 Has Shaft now fitted been previously used? - Has Shaft now examined fitted a continuous liner? - Has Shaft been changed? -
 Date of Examination - Approved oil gland? -

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

- PORT
- Cyls., Covers, Pistons & Rods No. 1 - good.
 - Transverse beam No. 1 - good.
 - Valves & Gears No. 1 - good.
 - Connecting Rods, Side No. 1 - good.
 - Top Ends & Guides Centre Nos. 1&2 - good.
 - Crankpins & Bearings, Side Nos. 1&2 - good.
 - Centre No. 3 - good.
 - Journals & Bearings Nos. 4&5 - good.

MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS good

INTERMEDIATE SHAFTS & BEARINGS No. 2 - good (after one)

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX) good (H. tested)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS bilge, F.W. and S.W. circulating cooling pumps - good. = Oil fuel injection pumps - good.

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is in efficient condition and eligible, in my opinion, to be retained as now classed with fresh record of CS (with date) on completion of survey. *See record of ABS. 12.61 now.*

See B1 certificate
APB

Date of Committee

TUESDAY 16 JAN 1962

Decision

AS now

ABS. 12.61.

20m.4.61 T. (MADE AND PRINTED IN ENGLAND)

Engineer Surveyor to Lloyd's Register of Shipping

010890-010904-0090 1/2

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Aft.O.F. pressure pump of the boiler burning system.
 Aft.(No.2) O.F. transfer pump.
 Stbd.feed water pump.- Main eng.S.W.circulating cooling aux.pump - Ballast pump
 in fwd.pump room. Condenser circulating pump - good.

32 Essential Independent Pumps (Identify by position) in fwd.pump room. Condenser circulating pump - good.
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
 Main engine L.O. and O.F. filters and boiler oil burning system O.F. filters - good.
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers Main
 36 Lub. Oil Coolers good (H-Tested) 37 Heaters (state service) upper for boiler o.f. burning system - good.
 38 Independent Air Compressors, Coolers & Safety Devices (S) forward No. 1 (with its steam engine) - good.
 39 Air Receivers & Safety Devices - Main Both good.
 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 good 46 Fire Extinguishing Arrangements.

AUXILIARY ENGINES (Identify by position) Aft. No.2 (s.s.s.) steam engine generator set - good.

Rpt. 9a

Port of

GENOA

Continuation of Report No. 26579

dated 20th December, 1961 on the

(Sheet No.2)

M.V. "CANOPO"

Several lengths of wasted tubes on steam, cargo and ballast lines on deck and machinery spaces have been satisfactorily renewed.
 Aux. steam condenser long stay found wasted now renewed. Condenser tested on completion with good results.
 Other minor repairs for maintenance routine satisfactorily carried out.

PROPULSION PORT STARBOARD ELECTRICAL EQUIPMENT
 a Generators
 b Exciters
 c Air Coolers
 d Motors
 e Air Coolers
 f Control Gear, Cables, etc.
 g Insulation Resistance
 h Insulating Oil Test
 i Overspeed Governors
 j Magnetic Couplings
 k Air Gap
 AUXILIARY EQUIPMENT
 l Generators & Governors
 m Motors
 n Switchboards & Fittings
 o Circuit Breakers
 p Cables
 q Insulation Resistance
 r Steering Gear Generators and Motors
 s Navigation Light Indicators

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 { Sat.
 { Spt.
 Boiler Securing Arrangements
 Main Economisers
 Steam Heated Steam Generators
 Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes - in order
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel efficient

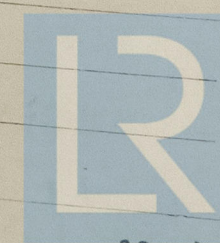
EXAMINATION & TESTING OF STEAM PIPES (State material)
 Main
 Were Copper Pipes annealed? Auxiliary (over 3 in. bore)
 Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

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)
 REPAIRS: Main engine: main bearing No. 4 found with the white metal partly burnt and squeezed now remetal-
 led. Remaining bearings now examined and thrust bearings & pads which were found
 with the white metal superficially scored have now been satisfactorily dressed up.
 Intermediate shaft (last) No. 2 bearing white metal dressed up as found necessary.
 Starting air servomotor of the cylinder unit No. 1 overhauled and refitted in good
 working condition renewing its pistons and rings.
 Attached pumps: overhauled and the piston & rings of the S.W. circulating pumps have been
 renewed.
 Windlass: overhauled. Both gypsy shafts found worn in way of bearings have been renew-
 ed together with their bearing bushes. All engine movements overhauled and refit-
 ted in good working conditions.
 Remaining pumps (now examined) overhauled and refitted in good working condi-
 tions.

(Contd. Sheet No.2)

Survey fees D.S. hnt. £. 0.00 less 15% = £. 3.00
 C.S. " 97.00 " " = " 82.450
 A.B.S. " 40.000 " " = " 34.000
 Damage Rpts. " 18.200 " " = " 15.470
 Expenses... (See Rpt. 8)

Date when A/c rendered 28/12/1961



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