

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Port of **N A P L E S**Date of writing Report **15th March 1955**

When handed in at Local Office

19

No in Reg. Book. Survey held at **Naples**

Date

First Survey

8th March

Last Survey

15 March 1955(No. of Visits **four**)55431 on the Machinery of the **M/T "CARNARO"**

Year. Month.

When **1943**When **1943**Gross **8257**
Net **4913**Vessel built at **Trieste**By whom **C.R.D.A.**Engines made at **Turin**By whom **"FIAT" S.G.M.**

Boilers, when made (Main)

(Donkey) **1943**Owners **"SIDARMA" Soc. Ital. di Armamento**

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port **Venice**

Voyage

No. of Main Boilers

Managers

No. of Donkey Boilers

If Surveyed Afloat or in Dry Dock **both.**

(State name of Dock)

Bacini & Scali Napoletani

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL

MACHINERY

100 A 1
5.54 Pal.
Classed 4.47
ss Mfl. 2.51

+ LMC 2.51
DBS 6.53
TS CL 5.54

Carrying Petroleum in Bulk.

OIL ENGINES

CONTINUOUS SURVEY.

Last Report No.

Port

Particulars of Examination and Repairs (if any) **Dkg., DBS, CS.**

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

not, state for what reasons

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Date latest date of internal examination of each boiler

Stbd 10th March, Port 14th March 1955Present condition of funnel **good**

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush **3.5 mm.**

Is electric light and/or power fitted?

yes

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **not tested.**

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **DBS now complete. CS case please see Form 7 E.**

WORK DONE: Vessel placed in dry dock, propeller, after end of the sterntube and all the sea injection valves with their inside and outside fastenings examined and found in good condition.

DBS: Both donkey boilers have been examined throughout with all doors and mountings open and found in good condition. Their safety valves have been adjusted under steam to 185 lbs. The oil fuel burning installation and the fire smothering appliances have been examined in working condition and found in good order.

CS: The following part of machinery have been examined on account of CS and found, or made, in good condition:

Main Engine No 1, 3, 5 & 6 (from forward) cylinders, liners, covers, pistons and piston rods.

& T repairs effected:

The main engine No 3 & 6 liners, found worn, have now been renewed. Other minor repairs have now been effected.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

This vessel's machinery is eligible, in my opinion, to be continued as now classed with fresh records of DBS 3.55 now, and CS (with date) when the survey has been completed.

Dual Class

Survey Fee (per Section 23.)	Dkg.	Lit.	6.800.-	Fees applied for,
	DBS	Lit.	30.000.-	19
Special Damage or Repair Fee (if any)	CS	Lit.	12.000.-	
O & C (per Section 23.)		Lit.	8.590.-	Received by me,
Travelling expenses (if chargeable)		Lit.	12.000.-	19
I.G.E. 3%		Lit.	2.337.-	

Committee's Minute

Assigned

THURSDAY 14 APR 1955

Deferred for CS
but DBS 3.55

Shaw for E.F. BUTLER & self
Engineer Surveyor to Lloyd's Register of Shipping.

011280 - 011293 - 011

Lloyd's Register
Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to