

Rpt. 9

Date of writing report March 10th, 1957.

Received London

13 MAR 1957

Port of LEGHORN, Italy.

No. 1539-

Survey held at Leghorn, January 23rd, 1957

No. of visits Seven.

First date Jan. 23rd

Last date March 4th 1957.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 90380 Name ^{S.S.} steel, single screw, steam tanker "ARDENZA". Gross tons 1176 Date of build 1918 3mo
Owners D'Alesio e Castaldi Managers do Port of Registry Leghorn.

Engines made Greenock By J.G. Kincaid & Co. Ltd.

Type T. 3 Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. -----

No. of Aux./Donkey Boilers --- W.P. -----

Surveyed Afloat or in Dry Dock in drydock and afloat.

Nature of Survey Tail shaft and Annual Boilers survey.

Was Damage Report issued? No Int. Cert.? Yes.

Last Report (For Head Office only)

Hull	Machinery
+ 100 A 1 SS. 12/53	+ LMC. SS. 12/53
	SB. 5/56
	CL. 12/53

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 good. Wear Down of Stern Bushes 5 mms. Oil Glands No. Sea Connections good.

Fastenings good. Has Screwshaft Tubeshaft been drawn? yes Date of Examination Jan. 25th Has Shaft been changed? Yes.

Has Shaft now fitted been previously used? No. New. Has Shaft now examined/fitted a continuous liner? Yes, CL. Approved oil gland? No.

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

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

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

I recommend that the Record of Tail Shaft (CL) New January 1957 and BS. 3/57 be made in the Register Book in the case of this vessel.

THURSDAY 4 APR 1957

Date of Committee

Decision

SW. 57

50m, 5.56. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

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If certificate is required state where to be sent. Cert. B. 1. delivered to Master as per copy herewith.

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 good.
45 Windlass good.
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
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 Starboard and Portside, opened and inspected internally and externally. Good.
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves good.
Mountings, Doors & Fastenings good.
Safety Valves Adjusted to Sat. 180 lbs.
Boiler Securing Arrangements good.
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes, good.
Forced Circulating Pumps good.
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes, good.
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)

Tail shaft cone found fractured in way of key lodgement. Shaft condemned. New spare screw shaft with continuous bronze liner extant on board has been fitted in place. Lignum vitae renewed top and bottom. Present clearance 1.5 mm. Test marks on the new screw shaft are effaced.
Portside boiler:- Renewed six (6) smoke tubes over the Portside furnace.

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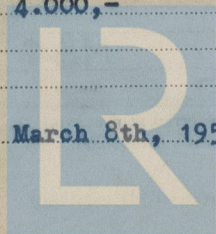
Survey fees Lit. 68,000,-

Damage fee

Expenses... Lit. 4,000,-

Date when A/c rendered March 8th, 1957.

Docking Screwshaft over BS due 5/57 now held. It is submitted that the vessel WILL BE eligible for the record MBS 3/57.



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