

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS (Engines and Auxiliaries) FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

24. OCT. 1966

Ship's Name: SS/MS "INA" ex "AGOSTINO FASSIO" Port: GENOA
Processing Number: LR 500571 Gross tons: 13432 Rpt. No.: 32059
Port of Registry: PANAMA Date of build: 3/1954 Is there a rpt. 8?: yes
No. of visits: 6 First date: 23/8/1966 Last date: 6/9/1966
Interim Cert. issued & copy herewith?: yes Damage rpt. issued and copy herewith?: - Last rpt. (H.Q. only):
Date of completing rpt.: 24/9/1966 Surveyed at, if different from Port above: -
Is a rpt. 9B attached?: yes MN: 1400 Nature of survey: COMPL. ABS, CS, TS, REPRS.

MGNON 17

Survey fees: D.S. lit. 16.000 T.S. lit. 25.000 Adv.e.s. lit. 231.840
Damage fee: Pt.A.B.S. lit. 9.000 Elec. Ep. lit. 84.000
Expenses (See Rpt. 8)
S.A. fee

MAIN ENGINES, RECP. STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons, rods, valves & gears Nos. 1, 3, 6, 9—good.
2 Con. rods, crossheads, bearings & guides Side
3 Crankpins (incl. eccentrics) & bearings Side
4 Crankshaft journals & bearings No. 6—good.
5 Detuner or vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

- 6 Cyls., covers, pistons & rods
7 Con. rods, crossheads, bearings & guides
8 Crankpins & bearings
9 Journals & bearings
10 Levers, links & bearings
11 Coolers & safety devices
12 Scavenge blowers & superchargers
13 Air coolers
14 Crankcase & scavenge doors & explosion relief devices good

MAIN TURBINES

- 15 Casings, rotors, blading, bearings, thrusts & couplings
16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with ~~ABS~~ fresh record of ABS (with date as previously recommended, CS (with date) when the survey has been completed, subject to the screwshaft, efficient in the meantime, being re-examined or renewed by the completion of the Special Survey, to the E.G. boiler not to be used until properly repaired and to all other conditions at present attached to the vessel's class being dealt with as previously recommended. It is recommended that the requested postponement of the machinery Special Survey till September, 1967 be granted.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate).

(A. ANSALDO) Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY - 5 DEC 1966

Minute

As now, subject CSM 9-66 ABS 3-66

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

011931-011935-0076 1/2

are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark there should be inserted against the item and the circumstances and when taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the date of the next Periodical Examination. Where re-examination or repairs should be made before

100m, 4, 65 (MADE AND PRINTED IN ENGLAND)

MAIN REDUCTION GEARING

17 Pinions & wheels	18 Shafts, bearings & couplings
19 Exhaust steam turbines (with recip. eng.)	20 Thrust blocks, shafts & bearings
21 M.E. steam compressors	22 Intermediate shafts & bearings
23 Clutches & hydraulic couplings	24 Steam re-heaters
25 De-superheaters	26 Forced &/or induced draught fans
27 Stop & manoeuvring valves	28 Holding down bolts & chocks
29 Main engine driven pumps (including fuel injection)	
30 Condensers (main & aux.) good	31 Air ejectors (main & aux.)
32 Have main engines been examined working & manoeuvring? yes	

State Port P. or Starboard S.

33 Essential independent pumps Both boiler feed pumps - ballast pump(port fwd.) - both fuel valve cooling pumps(fwd.) - Bilge and ballast pump in fwd. pump room - S.W. cooling pump for aux.Diesel engine (stbd. fwd.) - all good.

34 Bilge, ballast & oil fuel suction lines, fittings & controls good 35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? yes

36 Fresh water coolers	37 Lub. oil coolers
38 Heaters & safety devices including de-aerator (state service)	39 Pressure feed water filters
40 Auxiliary air receivers & safety devices	41 Starting air pipes good(HT to 60 Kg/cm2)
42 Main air receivers & safety devices	44 Oil fuel tanks (not forming part of the hull structure) good
43 Independent air compressors, coolers & safety devices	
45 Have all evaporators safety valves been tested under steam? yes	46 Evaporators good
48 Steering machinery good	49 Windlass
	47 Distillers good
	50 Machinery spare gear good

Identify by position

AUXILIARY ENGINES

DOCKING

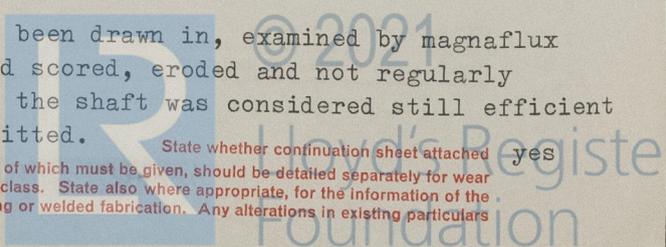
Propeller good	Sea connections good	Oil gland -
Fastenings & gratings good		Clearance in stern bush (if relined state clearance before & after) 5.5
Has screw/tube shaft been drawn? yes		Date of examining shaft & condition 23/8/1966
Has shaft been changed? no		Has shaft now fitted been previously used? -
Has shaft now examined/ drawn a continuous liner? yes		Approved oil gland -

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The screwshaft, whose clearance was 5.5 mm. has been drawn in, examined by magnaflux test and found sound. The bronze liner was found scored, eroded and not regularly worn. As the drydock was urgently required and the shaft was considered still efficient for a period of about 12 months, it has been refitted.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately for wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

State whether continuation sheet attached yes



Ship's Name ~~SS~~/MS "INA" ex "AGOSTINO FASSIO"

Port GENOA

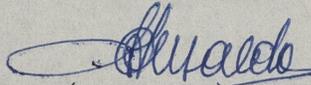
Rpt. No. 32069

It has been recommended to have the shaft reexamined or renewed by the completion of the Special Survey.

The after water box of the steam condenser, heavily corroded, has now been renewed.

The door of the after evaporator, heavily corroded, has now been renewed.

Other minor maintenance repairs have now been effected.



(A. ANSALDO)

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING



© 2021

Lloyd's Register
Foundation