

Rpt. 9

Date of writing report 28th April, 1960.
Survey held at Genoa

Received London
No. of visits 6=

Port of Genoa No. 24998
First date 1/4/60 Last date 19/4/60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 00495 ^{XX} Name M.V. "AGOSTINO FASSIO" Gross tons 13432 Date of build 3-1954
Owners "FASSIO" Soc. di Nav. p. Azioni Managers - Port of Registry Genoa
Engines made 1954 By S.A. FIAT S.G.M., Turin. Type Oil engine 2SA 9Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1db W.P. 114 lbs.
No. of ~~XXX~~ Donkey Boilers 2wtdb W.P. 178 lbs.
Surveyed Afloat or in Dry Dock both
Nature of Survey CS, ABS, DS, TS.
Was Damage Report issued? - Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 Oil Tanker.	+LMC CS 3/58
SS 9/58	BS d 4/59
DS 11/59	TS CL 7/57.

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 ~~XXX~~ good Wear Down of Stern Bushes 4,5 mm. Oil Glands - Sea Connections good
Fastenings good Has Screwshaft ~~XXXX~~ been drawn? Yes, good Date of Examination 14/4/60 Has Shaft been changed? no
Has Shaft now fitted been previously used? - Has Shaft now examined ~~XXX~~ a continuous liner? Yes Approved oil gland? -

MAIN ENGINES (BACK SHAFT I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods Nos. 3 & 8 - Good.
2 Valves & Gears Nos. 3 & 8 - Good.
3 Connecting Rods, Top Ends & Guides ~~XXX~~ Centre Nos. 3, 5 & 8 - Good.
4 Crankpins & Bearings ~~XXX~~ Centre Nos. 1 & 6 - Good.
5 Journals & Bearings Nos. 3, 9 & 11 - Good.

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 ~~XXX~~ BEARINGS & shafts in way - good.

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 efficient order and eligible, in our opinion, to remain as Classed with fresh record of TS(CL) 4,60 ABS 4,60 and CS(with date) when the surveys have been completed.

Date of Committee

Decision

THURSDAY 26 MAY 1960

As now TS 4 60

(S. Follo & R. Elliott).

Engineer Surveyor to Lloyd's Register of Shipping

(Aft) Bilge & fire pump, steam driven= Port(No.1) o.f.supply pump to M.E.,elec.driven= M.E.oil fuel valve
Essential Independent Pumps (Identify by position) cooling(Port)pump,ED= Stripping & bilge pumps in both cargo rooms= Aux.condenser
circulating pump,steam driven= M.E. S.W.cooling pump,steam driven= After feed water pump for A.B.,steam driven=All good.
Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
Fresh Water Coolers Lub. Oil Coolers Heaters (state service) oil fuel Port for M.E. (tested).-Good.
Independent Air Compressors, Coolers & Safety Devices (one for aux.engine(tested)-good.
Air Receivers & Safety devices-Main both - Good. Auxiliary (one for combustion control(tested)-good.
Oil Fuel Tanks (Not forming part of hull structure) one for M.E.starting gears(tested)-good.
Evaporators Have Evaporator Safety Valves been tested under steam? three for whistle(tested)-good.
Steering Machinery Windlass Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Forward electric generator steam engine - good.

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l 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 & PRESS Boilers = Port 6/4/60 - Good.
Stbd. 8/4/60 - Good.
Superheaters Good
Safety Valves Good
Mountings, Doors & Fastenings of both = 178 lbs. sq."
Safety Valves Adjusted to Sat. Good
Boiler Securing Arrangements Auxiliary Boiler Good (safety valves not adjusted)
Main Economisers Exhaust Gas Heated Economiser
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted
Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes, in order. Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? 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)

In dry dock :- Tailshaft drawn in, cone examined and found in good condition.- Bronze liner surface found somewhat eroded and pitted in way of bearing bushes but considered still in efficient condition.

Now done for CS(Wear and Tear):- Main engine No.5 top end bearings whitmetal found cracked & broken, now remetalled.

Now done for Auxiliary Boiler Survey(Wear and Tear):- Port boiler:- Three 2" diameter fire row tubes found with signs of overheating on external surfaces, now renewed.- One 1 1/4" diameter steam generating tube found overexpanded, now renewed.

Starboard Boiler :- One 2" diameter fire row tube found leaking and overexpanded, now renewed. One 1 1/4" diameter steam generating tube found distorted and the tube ends plugged, the plugs were specially examined and found efficient.- It is submitted that a notation should now be inserted in the S.R.L.Appendix stating that one 1 1/4" diameter steam generating tube has been plugged in the starboard auxiliary boiler.- To complete the Boiler Survey the exhaust gas auxiliary boiler safety valves require to be adjusted under steam.-It was stated by the Owners Representative that the Chief Engineer of the vessel would adjust the safety valves when the vessel proceeded to sea and a statement to this effect would be forwarded in due course to this Office for onward transmission to London Head Office.-In accordance with circular N°2144 the boilers should be considered auxiliary boilers since steam is used for essential services when the vessel is at sea.

D.S. Lit.	12,000	less 15%	Lit.	10,200
T.S.	17,500	"	"	14,875
A.B.S.	52,500	"	"	44,625
C.S.	73,000	"	"	62,000

Expenses... (see Rpt. 8)

Date when A/c rendered 5/5/60.

DUAL CLASS
Lloyd's Register
Foundation