

Rpt. 9

Date of writing report 31st August, 1961

Received London

Port GENOA

No. 26340

Survey held at GENOA

No. of visits 16

First date 10/6/1961

Last date 25/8/1961

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 00502 S.S. "AGOSTINO FASSIO" Gross tons 13432 Date of build 1954

Owners "FASSIO" Soc. di Nav. p.A. Managers Port of Registry Genoa

Engines made 1954 By S.A. FIAT S.G.M. Type oil engine 2SA 9Cy.

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 1 W.P. 114lbs

Surveyed Afloat or in Dry Dock both

Nature of Survey Compl. CS, DS, RPRS

Was Damage Report issued? no Int. Cert.?

Last Report (For Head Office only)

Hull	Machinery
+100A1	+LMC
SS 9/58	ES CS 3/58
DS 8/60	BS A 4/60
	TS CL 4/60

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 5mm Oil Glands Sea Connections good

Fastenings good Has Screwshaft/Tubeshaft been drawn? no Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined fitted a continuous liner? Approved oil gland?

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

1 Cyls., Covers, Pistons & Rods Nos. 3, 6, 8 & 9 - good.

2 Valves & Gears Nos. 3, 6, 8 & 9 - good.

3 Connecting Rods, Top Ends & Guides Side Centre Nos. 2, 7 & 8 - good.

4 Crankpins & Bearings Side Centre Nos. 2, 3, 5, 8 & 9 - good.

5 Journals & Bearings Nos. 1, 2, 5, 6, 7, 8 & 10 - 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 good

12 Connecting Rods & Top Ends good

13 Crankpins & Bearings good

14 Journals & Bearings good

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 good

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS good

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS fuel, lub. oil, FW cooling - all good.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES good Have Main Engines been tested working and manoeuvring? yes, in order

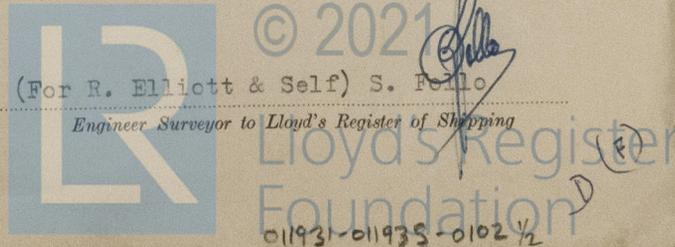
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now surveyed, is in efficient condition and eligible in my opinion to remain as now classed with the fresh record of CS 8/61 now.

Date of Committee MONDAY - 9 OCT 1961

Decision AS now CS. 8.61

Noted for Header

(For R. Elliott & Self) S. Pello Engineer Surveyor to Lloyd's Register of Shipping



If certificate is required state where to be sent to Genoa Office.

O.F. transfer pump and bilge & ballast pump (both in fwd. pump room) - Fire & butterworth pump - S.W. circulate pump for the Harbour oil engine generator-air compressor set -

- 32 Essential Independent Pumps (Identify by position) Stbd. M.E. F.W. cooling pump - Both boiler feed water pumps - stand-by F.W. cooling pump - Fire & ballast pump. ED - M.E. oil fuel Stbd. (No.2) service pump - Stand-by L.O. pump - Both O.F. pumps for boiler burning arrangement - good.
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls good.
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes - in order.
35 Fresh Water Coolers Both - good (tested) 36 Lub. Oil Coolers All - good (tested) Heaters (state service) Both O.F. for boiler burning - good.
37 Independent Air Compressors, Coolers & Safety Devices Outbd. (SD) and Inbd. (diesel driven) - good.
38 Air Receivers & Safety Devices - Main 40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure) good.
42 Evaporators good 43 Have Evaporator Safety Valves been tested under steam? Yes: to 1 Kg/cm2 -
44 Steering Machinery good 45 Windlass good 46 Fire Extinguishing Arrangements in order and efficient.

AUXILIARY ENGINES (Identify by position) oil engine (new one) driving the el. generator for Harbour service & inboard air compressor - Port aft. steam engine generator set. (Both boiler forced draught fan steam engine sets - Stand-by F.W. cooling pump steam engine - steam engine driving the outboard air compressor - Steam engine driving the stand-by L.O. pump - good.

Table with columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, AUXILIARY EQUIPMENT (Nw 80+80+40). Rows include Generators, Exciters, Air Coolers, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Insulation Resistance, Steering Gear Generators and Motors, 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?, Forced Circulating Pumps, Funnel, Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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) NOTE: With reference to the Secretary 'R' letter dated 28th July, 1961, the CS cycle is now complete. Regarding the main S.W. cooling pump, only one independent pump is fitted on board and was examined on April 1960 as stated in your letter.

REPAIRS: Main engine: Nos. 2 & 7 top end bearings found with the white metal cracked now re-metalled. Main F.W. coolers: water end chambers and covers found wasted now renewed. Main L.O. coolers: the water end chambers and covers of the two aft. found wasted now renewed. Aux. condenser: 48 tubes renewed, tested on completion with good results. Both boiler water feed pumps: steam and water end cylinders bored out and new piston fitted.

REPAIRS: Windlass: port s. steam piston found broken in halves now renewed. Harbour oil engine generator and inboard air compressor set: this oil engine, stated damaged, has now been removed and replaced by a new one built by Cantieri Navali Riuniti, Ancone, available in stock. This new engine was built only under the Survey of the Registro Italiano Navale and American Bureau, and has the following principal characteristics (see Genoa 1st entry report 49 No. 26299): (Cont. Sheet No. 2

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Survey fees COMPLETION CS = Lt 242,500 bn
DS = Lt 12,000 bn 15%
ALTERATIONS = Lt 24,000 bn 15%
Damage fee
ELEC. EQUIPMENT = Lt 62,500 bn 15%
Expenses... (See Rpt 1)
Date when A/c rendered 14/9/61

Rpt. 9a
Port of

Continuation of Report No. 26340 dated

on the

(Sheet No.2)

m.v. "AGOSTINO PASSIO"

4 S.C.SA - 100HP at 500 RPM
Official No. 4790 & 10
Type T4

This new oil engine has now been installed in a proper manner on board under our Survey, found satisfactory when tested under full working condition driving either the electric generator or the air compressor, afterwards the engine has been opened out, examined and found in good order. The crankshaft has been also examined and checked with the approved plan No. A 031041 (approved with letter dated 1/8/1961) and found in order. (Copy of forging certificate issued by Registro Italiano Navale will be forwarded when obtained).
A six tons hour new electric driven pump for S.W. circulating cooling of this new oil engine has also been satisfactorily installed on board and examined under working condition on completion with good results. Electric wiring and starting gear examined and found in order.

Handwritten signature