

No. 19285

4A. 19286.

Is { a Donkey } Boiler fitted? ☒ If so, is a report now forwarded? ☒
 { an Auxiliary }
 Is the donkey boiler intended to be used for domestic purposes only? ☒
 Plans. Are approved plans forwarded herewith for Reduction Gearing 29-4-53 Main Boilers. ☒ Auxiliary Boilers. ☒ Donkey Boilers. ☒
 (If not, state date of approval)
 Superheaters. ☒ General Pumping Arrangements. ☒ Oil Fuel Burning Arrangements. ☒
 Geared turbines situated aft. Have torsional vibration characteristics of system been approved? YES Date of approval. 5-9-53

SPARE GEAR.

Has the spare gear required by the Rules been supplied? ☒State the principal additional spare gear supplied. ☒ANSALDO S. A.
STABILIMENTO MECCANICO
Via Condottiere

The foregoing is a correct description,

Manu

Dates of Survey while building
 During progress of work in shops - FROM 25-8-52 TO 12-4-53
 During erection on board vessel - ☒
 Total No. of visits. 29

Dates of Examination of principal parts - Casings. ☒ Rotors. ☒ Blading. ☒ Gearing. FROM 29-8-52 TO 3-4-53
 Wheel shaft. 26-2-53 Thrust shaft. ☒ Intermediate shafts. ☒ Tube shaft. ☒ Screw shaft. ☒
 Propeller. ☒ Stern tube. ☒ Engine and boiler seatings. ☒ Engine holding down bolts. ☒
 Completion of fitting sea connections. ☒ Completion of pumping arrangements. ☒ Boilers fixed. ☒ Engines tried under steam. ☒
 Main boiler safety valves adjusted. ☒ Thickness of adjusting washers. ☒

Rotor shaft, Material and tensile strength. ☒ Identification Mark. ☒
 Quill Shaft, Material and tensile strength. S.M. STEEL - 49 Kg/mm² Identification Mark. SEE ATTACHED S.
 Pinion shaft, Material and tensile strength. NICKEL STEEL - ≥ 63 Kg/mm² Identification Mark. SEE ATTACHED S.
 ; Chemical analysis C: 0.24/0.35 - Ni: 3.25/3.75 - P: 5.1 ≤ 0.035

If Pinion Shafts are made of special steel state date of approval of chemical analyses, physical properties and heat treatment
 1st Reduction Wheel Shaft, Material and tensile strength. S.M. STEEL - 49 Kg/mm² Identification Mark. SEE ATTACHED S.
 Wheel shaft, Material. S.M. STEEL Identification Mark. SEE ATTACHED SHEET Thrust shaft, Material. ☒ Identification Mark. ☒
 Intermediate shafts, Material. ☒ Identification Marks. ☒ Tube shaft, Material. ☒ Identification Marks. ☒
 Screw shaft, Material. ☒ Identification Marks. ☒ Steam Pipes, Material. ☒ Test pressure. ☒
 Date of test. ☒ Is an installation fitted for burning oil fuel. ☒
 Is the flash point of the oil to be used over 150°F. ☒ Have the requirements of the Rules for the use of oil as fuel been complied with. ☒
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo. ☒ If so, have the requirements of the Rules been complied with. ☒
 If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with. ☒
 Is this machinery a duplicate of a previous case. NO If so, state name of vessel. ☒

General Remarks. (State quality of workmanship, opinions as to class, &c.) THIS REDUCTION GEARING SET HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY OF TESTED MATERIALS AND IS IN ACCORDANCE WITH APPROVED PLANS, SECRETARY'S LETTERS AND RULE REQUIREMENTS. THE MATERIALS AND HANDSHIP ARE GOOD. THE WELDING OF THE FABRICATED GEAR CASE IS SATISFACTORY. THE CASE HAS BEEN EFFICIENTLY HEAT TREATED ON COMPLETION OF WELDING.

THIS REDUCTION GEARING SET HAS NOW BEEN DESPATCHED TO MONFALCONE TO BE FITTED ON BOARD THE MESSAS C.R.D.A. YARD N° 2745.

WHEN THE MACHINERY OF THIS VESSEL HAS BEEN INSTALLED AND TRIED AT FULL POWER THE SATISFACTION OF THE TRIESTE'S SURVEYORS, THE GEAR CASE SPECIALLY EXAMINED ON COMPLETION OF A FULL POWER TRIALS AND FOUND SOUND AND FREE FROM DEFECTS, TORSIOGRAPH RECORDS TAKEN FROM THE COMPLETE SHAFING INSTALLATION FOR THE PURPOSE OF DETERMINING WHETHER RESTRICTED RANGE(S) OF REVOLUTIONS ARE REQUIRED, THE VESSEL WILL BE ELIGIBLE TO BE CLASSED IN THE REGISTER BOOK WITH THE NOTATION: L.M.C. (WITH DATE) - "STEAM TURBINES D. R. GEARED TO PROPELLER SHAFT."
 N.B. COPY OF THIS REPORT HAS BEEN FORWARDED TO TRIESTE SURVEYORS

Part F. £ 249.000
 The amount of Entry Fee £ 411.72 £ 212.44 = When applied for

Special CAN FUND ... £ 4.249 = 4/5/1953

Donkey Boiler Fee ... £ : When received.

Travelling Expenses (if any) £ 276.14 = 19

REV. TAX. - £ 7.329 = 19

The Committee's Minute TUESDAY 7.3.1954

Assigned See Rpt. 4a.

Rpt. 9a

Port of GENOA.Continuation of Report No. 19286 dated 25/4/53 on the MESSAS C.R.D.A. YARD N° 2745.

- IDENTIFICATION MARKS -

- REDUCTION GEARING SET -

	H.P. TURBINE	I.P. TURBINE	L.P. TURBINE.
1st RED. PINION SHAFT.	<u>220YB5 14576 A.G. 2-4-53</u>	<u>220YB5 14594 A.G. 2-4-53</u>	<u>220YB5 14593 A.G. 2-4-53</u>
1st RED. GEAR WHEEL SHAFT	<u>220YB5 3.2192 A.G. 29-1-53</u>	<u>220YB5 3.2192 A.G. 29-1-53</u>	<u>220YB5 3.2192 A.G. 9-2-53</u>
1st RED. GEAR WHEEL RIM.	<u>220YB5 3.2192 A.G. 29-1-53</u>	<u>220YB5 3.2192 A.G. 29-1-53</u>	<u>220YB5 3.2192 A.G. 9-2-53</u>
2nd RED. QUILL SHAFT	<u>220YB5 3.2192 A.G. 31-3-53</u>	<u>220YB5 3.2192 A.G. 31-3-53</u>	<u>220YB5 3.2192 A.G. 31-3-53</u>
2nd RED. PINION SHAFT	<u>220YB5 14595 A.G. 29-3-53</u>	<u>220YB5 14594 A.G. 29-3-53</u>	<u>220YB5 14592 A.G. 29-3-53</u>
MAIN GEAR WHEEL SHAFT.	<u>220YB5 3.2220 A.G. 26-2-53</u>		
MAIN GEAR WHEEL RIM.	<u>220YB5 14594 A.G. 26-2-53</u>		

A.S.

Certificate (if required) to be sent to the Committee's Minute.