

Rpt. 9

Date of writing report 27-9-62 Received London Port NAPLES (Italy) No. 7479
Survey held at Naples No. of visits 6, +1 at Shop. First date 13-8-62 Last date 1-9-62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 79996 Name M.V. mv. "PUNTA RONCO" Gross tons 7878 Date of build 1939 1mo.
Owners "Mare Nostrum" S.p.A. Managers Port of Registry
Engines made Gothenburg By Eriksbergs M/V A/B Type 2 DA. 6. Cy.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 2 W.P. 142 lb.
Surveyed Afloat or in Dry Dock Both
Nature of Survey DS, CS, ABS.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Table with 2 columns: Hull, Machinery. Hull: +100A1, Oil Tanker, SS.3,60, DS.2,61. Machinery: +IMC, CS.3,60, A.1,61, CL.3,60, SPS.11,56

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 of 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.

Yes Now
Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

- DOCKING Propellers Good Wear Down of Stern Bushes 2.4 mm. Oil Glands - Sea Connections -
Fastenings Good Has Screwshaft/Tubeshaft been drawn? No. Date of Examination - Has Shaft been changed? -
MAIN ENGINES (Recip. Steam or I.C.) PORT REGISTERED
1 Cyls., Covers, Pistons & Rods Nos. 1 & 6 Good
2 Valves & Gears Nos. 1 & 6 Good
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre Nos. 1 & 6 Good
5 Journals & Bearings Nos. 1 & 6 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 & BEARINGS (No.2) 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 surveyed, is eligible, in CWR opinion, to remain as now classed, with fresh record of ABS.8,62 now, and CS(with date) on completion of Survey, subject to main engine FW cooler being tested when fitted on board.

Date of Committee MONDAY 22 OCT 1962
Decision As now subject ABS 8.62
Noted for Header

Signature: Carlo Staro M. V. Pollio
(C. Staro) & (M.V. Pollio)
Engineer Surveyor to Lloyd's Register of Shipping

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) S. upper FO boiler service./ S.Fwd. F.O. transfer./ S.aft.General Service./ S.Fwd.Aux.engine jacket cooling./ P.Bilge & fire pump in Fwd. pump room./ P.Bilge & Fire pump in E.R., All Good.

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 (+) Good

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices—Main P.upper & lower, Good

40 Auxiliary Tested, Good.

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators Good

43 Have Evaporator Safety Valves been tested under steam?

No

44 Steering Machinery

45 Windlass Good

46 Fire Extinguishing Arrangements (under boilers) Good

AUXILIARY ENGINES (Identify by position)

(Nap. etc 25/10/62)

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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, MONITOR PRESS S. 13-8-62 P. 20-8-62 Good

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to

Sat.

Spt.

Boiler Securing Arrangements

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

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? None

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)

Now Examined :- S.Fwd. (N.2) SW.cooling pump, Good. M.E. FW.Aux.Cooling pump, Good  
M.E. turning gear, Good.

Propeller Damage :- Damage stated caused by propeller blade striking submerged object near River Elba, on 28th May, 1962.

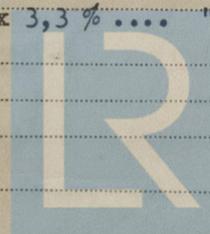
Now Done :- One propeller blade tip found bent, now faired in place and dressed up.

REPAIRS W. & T. :- M.E. N°6 bottom end bearing white metal found fractured bearing re-metalled.  
M.E. turning gear worm screw and wheel renewed on account of excessive wear.  
P. Bilge & fire pump piston rods & valve rods found scored, now rods skimmed.  
(+) M.E. FW cooler. found tubes corroded; now tube nest removed ashore for renewal of all tubes, but the ship sailed before the tube nest was completed.  
It was recommended that the FW cooler be hydraulically tested when fitted on board. Vessel proceeding with Main Engine salt water colling.

LEAVE THIS SPACE BLANK

Survey fees	Docking (M) .....	Lit.	3.400
	ABS. ....	"	38.250
	CS. ....	"	31.450
	Expenses .....	"	2.700
Damage fee	Rev.Tax 3,3 % .....	"	3.046
Expenses...			

Date when A/c rendered



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