

125 AUG 1958

Rpt. 9

Date of writing report 16-8-58 Received London Port of Genoa No. 23533
Survey held at Genoa No. of visits 7 First date 28-7-58 Last date 5-8-58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 40137 S.S. Name "AVIOR" Gross tons 2328 Date of build 9-1926
in Supl. Name ~~AVIX~~ Owners "Avior" Compagnia di Nav. S.p.A. Managers Port of Registry Palermo
Engines made 1926 By N.E. Marine Eng. Co. Ltd. Type T. 3 Cy.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+ LMC 5/55
SS 5/55	BS M 10/57
(Dr.) 12/50	TS CL 1/57
Dkg. 9/57	SPS 5/55

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 2 m/m Oil Glands Sea Connections good
- Fastenings good Has Screwshaft Tubeshaft been drawn? yes Date of Examination 29-7-58 Has Shaft been changed? no
- Has Shaft now fitted been previously used? Has Shaft now examined ~~with~~ a continuous liner? yes Approved oil gland? no
- MAIN ENGINES (Recip. Steam ~~Engines~~) PORT STARBOARD
- 1 Cyls., Covers, ~~Miscellaneous~~ HP, IP & LP good
- 2 Valves & Gears LP good
- 3 Connecting Rods, Top Ends & Guides Side Centre
- 4 Crankpins & Bearings Side Centre
- 5 Journals & Bearings
- 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
- 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 This vessel's machinery is eligible, in my opinion, to be continued as now classed with fresh record of TS CL 7,58 now and M.B.S. 8,58 when the survey has been completed, subject to four stay tubes of the Stbd. boiler centre nest being renewed by the end of January 1959 (6 months' limit). To complete the M.B.S. both boilers to be examined in working condition and all the safety valves to be adjusted under steam.

Date of Committee FRIDAY - 5 SEP 1958
Decision Lee Low 130258

Noted for Header

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(A. Ansaldo)
Engineer Surveyor to Lloyd's Register of Shipping
Foundation
012549-012552-0060

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

If certificate is required state where to be sent.

- 32 Essential Independent Pumps (Identify by position)
- 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 36 Lub. Oil Coolers 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main 40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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 Port 2-8-58 good AUXILIARY, DONKEY or PRESS

Stbd 4-8-58 +

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to { Sat. } not adjusted

{ Spt. }

Boiler Securing Arrangements good

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? not examd. Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? yes 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)

Damage repairs effected for heavy weather encountered in previous voyages :- The cylinders of the main engine, stated noisy, have been opened examined and the only damage found was the IP valve slack in its guide and the valve spindle distorted and irregularly worn. Two bronze straps, have been properly fitted to the valve and the spindle has been renewed with the spare, after the renewal of the top & bottom guide bush.- A total of 32 tubes in the lower section of the centre nest, and 3 tubes in the stbd. nest, found thinned, corroded and heavily leaking have been renewed to the port boiler.- A total of 25 tubes in the lower section of the centre nest, 6 tubes in the stbd. nest and 4 tubes in the port nest, found thinned, corroded and leaking have been renewed to the stbd. boiler. The repairs to the stbd. boiler have not been completed as 4 stays tubes also corroded and leaking have not been renewed, one has now been stoppered. It has been recommended to have the 4 stay tubes of the stbd. boiler centre nest, renewed by the end of January 1959 (6 months' limit). The stay tube heavily leaking has been stoppered with stoppers tight on the tube plate and connected with a 37 m/m thick screwed bar.

LEAVE THIS SPACE BLANK

Survey fees LS = 44 8'000 less 15% = 44 6'800
 T.S " 12'500 " " " 10'625
 MBS " 50'000 " " " 42'500
 Damage fees Rpts " 24'000 " " " 20'400
 Expenses... ..

(see Rpt. 8) © 2021
 20/8/58
 Lloyd's Register Foundation

Date when A/c rendered.