

26 MAR 1962

Rpt. 9

26 802

Date of writing report 14.3.62 Received London Port La Spezia(Genoa) No. 26802
Survey held at La Spezia No. of visits 5 First date 2/2/62 Last date 4/3/62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 02162 Name S.S. "ARGEA PRIMA" Gross tons 20771 Date of build 1955
Owners "ARGEA" Comp. di Navigazione S.p.A. Managers - Port of Registry Palermo

Engines made 1955 By Ansaldo Mec. - Genoa Type 2 Steam turbines DR geared to sc. shaft

Table with columns for Hull and Machinery. Hull: +100 A1 Oil Tanker, SS 2/60, AS 2/60, DS 4/59. Machinery: +LMC ES 2/60, MBS 4/59, sgS 2/60, TS CL 2/60, SPS 2/60.

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 3 mms Oil Glands - Sea Connections -
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
2 Valves & Gears
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

SCAVENGE BLOWERS
16
SUPERCHARGERS
17
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
19
STEAM COMPRESSORS
20
CLUTCHES & HYDRAULIC COUPLINGS
21
REDUCTION GEARING through inspection doors = good
22
THRUST BLOCKS, SHAFTS & BEARINGS
23
INTERMEDIATE SHAFTS & BEARINGS
24
HOLDING DOWN BOLTS & CHOCKS
25

CONDENSERS (MAIN & AUX.) Main & 2 aux. turbines * good (also tested)
26
STEAM RE-HEATERS
27
DE-SUPERHEATERS
28
STOP & MANOEUVRING VALVES
29
MAIN ENGINE DRIVEN PUMPS
30
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
31

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is in good condition and eligible to remain as classed with fresh record of MBS 2/62 (c. & s.) and SGS 2/62, subject to part main boiler (temporarily out of use at the request of the Owners) not to be used until surveyed.

Date of Committee WEDNESDAY 11 APR 1962
Decision As now, subject MBS (c. & s.) 2.62 SGS 2.62

10m, 4.59 T. (MADE AND PRINTED IN ENGLAND)
P. Cesari
Lloyd's Register Foundation
012656-012662-0027

Has a Survey also been held on ship? 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) S.S. inboard main condensate - s.s. main circulating - for'd aux. circulating - for'd aux. condensate = 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 36 Lub. Oil Coolers 37 Heaters (state service) Feed W. deaerator = good

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices - Main 40 Auxiliary Ship's services & aux. eng. starting = good (tested)

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

47 **AUXILIARY ENGINES** (Identify by position)

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators				l Generators & Governors both 550 Kws. = good
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 = good
g Insulation Resistance				r Steering Gear Generators and Motors
h Insulating Oil Test				s Navigation Light Indicators
i Overspeed Governors				
Magnetic Couplings				
k Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN centre - 10.2.62 = good
starboard = 12.2.62 = good

AUXILIARY, DONKEY or PRESS

Superheaters c. & s.s. boilers = good

Safety Valves c. & s.s. boilers = good

Mountings, Doors & Fastenings c. & s.s. boilers = good

Safety Valves Adjusted to { Sat. c. & s.s. boilers = 660 lbs/sq.in.
Spt. c. & s.s. boilers = 645 lbs/sq.in.

Boiler Securing Arrangements c. & s.s. boilers = good

Main Economisers c. & s.s. boilers = good Exhaust Gas Heated Economisers

Steam Heated Steam Generators 12.2.62 = good Steam Generator Safety Valves Adjusted to produced steam = 130 lbs/sq.in.

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes = good Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? - Funnel Efficient

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)

W. & T. REPAIRS: - Both 550 Kws. generators found with grooved commutators, now satisfactorily re-machined. Generators megger tested on completion with satisfactory results.

- Brickworks of centre and starboard boilers now satisfactorily repaired.

- A section of steam line to blowers of s.s. boiler, wasted, now satisfactorily made new of tested material.

- Other minor repairs carried out.

RECOMMISSIONING AFTER LAID UP PERIOD: At the request of the Owners' Representative, the parts mentioned in the body of the report have been opened up and examined and found or placed in good order. The full machinery plant was tested under working condition with satisfactory results.

NOTE - The Owners' Representative informed that two main boilers are sufficient for ship's intended voyages and that it is their intention to maintain the port main boiler as at present full up with treated water to avoid corrosions. Therefore, the port boiler was not examined at this time and it is recommended that said boiler be not used until surveyed. It is also recommended to assign now the MBS 2/62 (c. & s.).

Working and some machinery examined following try out. S.S. + M.B.S. due 2.62 and 4.62 respectively both now held but Surveyor reports that port boiler not surveyed at Owner's request and not to be used.

It is submitted that this vessel is eligible to remain as CLASSED, with records S.G.S. 2.62 now. M.B.S. (C.S.) 2.62 now. Subject to the port main boiler not being used until surveyed (at request) of use at Owner's request.

Survey fees D.S. Ltd 8,000 less 15% = Ltd. 6,800
M.B.S. 75,000 u = 4 63,750
S.G.S. 17,500 u = 4 14,875
W.F.T. Fees 32,000 u = 4 27,200

Damage fee ...
Expenses ... (see Pt 8)

Date when A/c rendered 20/3/62

