

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

119 NOV 1954

Date of writing Report 15th Nov 54 When handed in at Local Office 15th Nov 54 Port of GENOA

No in Reg. Book. Survey held at Genoa Date First Survey 22nd Oct Last Survey 30th Oct 1954 (No. of Visits seven)

75893 on the Machinery of the ~~MINNIE~~ Steel Twin Sc. M/T "SABOTINO"

Tonnage { Gross 5062 Vessel built at Gottenburg By whom Göteborgs M.V. Aktief. When 1915 -
 Net 2848 Engines made at Stockholm By whom Akt. Drick Motoren When 1915 -
 MN As Per Rule 1174 Boilers, when made (Main) (Donkey) 1915 -
 No. of Main Boilers Owners Soc. Marittima Petrol Owners' Address (if not already recorded in Appendix to Register Book.)
 HS " " " Managers Port Rome Voyage -
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock in Dry dock DD # 3
 Steam Pressure— Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Main Boilers
 in Donkey Boilers 130 lb

Last Report No. Port

Particulars of Examination and Repairs (if any) Screw shafts & S.R.L.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

If not, state for what reasons not due What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? yes

Has shaft now been changed? no If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of screw shaft 29th Oct. 1954 State the wear down in the stern bush P&S now REBUSHED (1 1/2") Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? not tested

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Screw shafts Survey complete -

NOW DONE: The two shafts together with the two Ceederwalls and the two stern bushes have now been removed in the workshop -

The port screw shaft has been lapped in way of the stern bush, and the stbd screw shaft, slightly scored, has been machined in way of the stern bush - The diameter previous the machining was 335.882

and after the machining resulted 335 1/2 -

The two cast iron stern bushes, found scored, have been machined inside, grooved, and lined with white metal -

The three grooves for oil, as per original plan, have now been machined and a clearance of 1 1/2 mm was left -

The two Ceederwalls, found with the springs broken or corroded, have been machined true, fitted with original springs and packing now supplied and refitted in place -

(phase see follower) -

General Observations, Opinion, and Recommendation: -

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

This vessel's machinery is eligible, in my opinion, to be continued as now classed with fresh record of TS OG 10.54, subject to the 2 & 6 piston rods of stbd ME being renewed by the end of November 1954 (1 month limit) and to all others conditions at present attached to the vessel's class being dealt with as previously recommended -

T.S. : 4th 18.000 = 4th 15.300 = Fees applied for, 15th 1954

Survey Fee (per Section 23) Docking & M/A S.R.L. 4th 16.000, 4th 13.600 = 15th 1954

Special Damage Repair Fee (if any) 4th 2.000 = 4th 2.0400 = Received by me, 1954

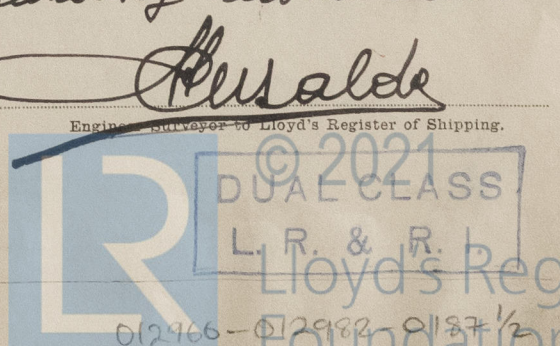
(per Section 23.) 4th 11. = 4th 14.29 =

Travelling expenses (if chargeable) 4th 5.921 =

REV. TAX. 4th 12.01 =

Committee's Minute

Assigned



machinery of the Twin Screw M/T "SABOTINO"

As far as possible the two screw shafts, their stern bushes and the two Corderwalls have been fitted as per original plan now obtained -

On completion of fitting the two tubes have been filled, by hand pump, with special heavy oil (Pinnacle oil heavy) till the plugs fitted on the propeller bosses and removed for air escape -

Arrangements have been made with the Owners Superintendent in order to get, now and then, information about the working of the oil glands -

As the two screw shaft have been examined throughout a new record of survey has been recommended -

SRL The port propeller (due 4.55, 12 months limit) has been examined and found efficient -

The #2 & 5 piston rods of the stbd main engine due for renewal at the end of July 54, have not been renewed -

This item has been neglected by the Owners -

Now at our request the Owner agreed to have reexamined the two piston rods -

The cracks around the cooling holes appear to have increased in length and number -

The owner, informed of the gravity of the situation, as two spare rods on board were found in worst condition than the two in place, replied with a letter of the firm manufacturing the new piston rods stating that the same should be available before the end of November and could be fitted in place at any time as the vessel is now engaged in trading along the Italian coast -

Thurvalde