

Rpt. 9

Date of writing report 15-10-58

Survey held at GRANGEMOUTH

Received London

No. of visits 8

Port Glasgow

First date 8.10.58

Last date 13.12.58

No. 89181

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54111 Name **BIRKER FORCE**
 Owners **WEST COAST SHIPPING Co. Ltd.** Managers **W.S. KENNAUGH & Co.** Gross tons **953** Date of build **1919-1**
 Engines made **1919** By **EARLE'S Co. Ltd.** Port of Registry **WHITEHAVEN**
 No. of Main Engines **1** No. of Scows **1** Type **T.3Cy. 15" 25" 8 40" x 30"**
 No. of Main Boilers **2SB** W.P. **180 lb/sq**
 No. of Aux./Donkey Boilers **—** W.P. **—**
 Surveyed Afloat or in Dry Dock **AFLD AT**
 Nature of Survey **MBS**
 Was Damage Report issued? **No** Int. Cert. **YES**
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 A1. (DR) 5/47	+ L.M.C. E.S. 7/55
55. HUL 7/55	MBS 11/57
DOCKING 2/58	T.S. O.R. 10/56
NS.	SIM. PIPES. S. 7/55

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 Wear Down of Stern Bushes Oil Glands Sea Connections
 Fastenings Has Screwshaft/Tubeshaft been drawn? 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

4 Crankpins & Bearings

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 THE MACHINERY OF THIS VESSEL SO FAR AS NOW SEEN IS IN SAFE WORKING CONDITION AND ELIGIBLE IN MY OPINION TO REMAIN AS CLASSED WITH FRESH RECORD OF MAIN BOILER SURVEY 10/58 NOW.

Date of Committee

Decision

GLASGOW 1 OCT 1958

MBS. 10.58.

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

002477-002484-0164

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).....
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ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
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 AND STBD 8:10:58 AUXILIARY, DONKEY or PRESS.....
Superheaters.....
Safety Valves..... GOOD.
Mountings, Doors & Fastenings..... GOOD.
Safety Valves Adjusted to { Sat. 180 lb/sq
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?..... 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)
WEAR & TEAR REPAIRS: ALL MANHOLE DOOR NUTS RENEWED ON BOTH BOILERS.
PORT BOILER OUTBOARD SAFETY VALVE SPINDLE RENEWED.
A NUMBER OF RIVETS IN ALL COMBUSTION CHAMBERS PAULKED.
SEAM IN PORT BOILER PORT COMBUSTION CHAMBER CAULKED IN WAY OF PREVIOUSLY WELDED PATCH.
WASTAGE ALONG LINE OF FIREBARS ON WATER SIDE OF BOTH FURNACES IN BOTH BOILERS BUILT UP BY ELECTRIC WELDING.

LEAVE THIS SPACE BLANK
24 OCT 1958
8561 130 42

MBS

Survey fees

£ 16-0-0

Damage fee

Expenses...

£ 1-0-0

Date when A/c rendered

21 OCT 1958

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