

Rpt. 9

Date of writing report 10/2/58

Survey held at Glasgow

Received London

No. of visits one

Port GLASGOW

First date and

Last date 6/2/58

No. 88135

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 01642 S.S. Name ANNAN

Owners W. SLOAN & Co. LTD.

Managers

Gross tons 955

Date of build 3-1907

Engines made 1907

By

DUNSMUIR & JACKSON LTD.

Port of Registry GLASGOW

No. of Main Engines 1

No. of Screws 1

Type T 3 cy.

No. of Main Boilers 2 (SB)

W.P. 200 lb Spt.

Records of Survey & Special Notations as per Register Book

No. of Aux./Donkey Boilers 1

W.P. 80 lb.

Surveyed Afloat or in Dry Dock

Afloat

Nature of Survey

Part DBS

Was Damage Report issued? No

Int. Cert. YES

Last Report (For Head Office only)

88042

GLS

OSD

Hull	Machinery
B. S. *	M. B. S. *
S. S. Gls (DR) 10/55	E. S. 3/55
D. S. 6/57	M. B. S. 7/57
	D. B. S. 1/57
	T. S. CL 7/56
	S. P. S. 6/57
	NB 32

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, Side
Top Ends & Guides Centre4 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

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 DBS 1-58 as previously recommended.

Date of Committee

Decision

1-58

80m. 55. T. (MADE AND PRINTED IN ENGLAND.)

Hugh M. Oliver © 2020
Engineer Surveyor to Lloyd's Register of Shipping

002485-002489-0085

Lloyd's Register
Foundation

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		PORT		STARBOARD		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
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a Generators

b Exchangers

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

1 Generators & Governor

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to Sat. Spt.

80 lbs/in²

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

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

Exhaust Gas Heated Economisers

Steam Generator Safety Valves Adjusted to

Forced Circulating Pumps

Funnel Efficient

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

Auxiliary (over 3 in. bore)

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)

20 FEB 1958

LEAVE THIS SPACE BLANK

Survey fees

Damage fee

Expenses

Date when A/c rendered



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