

Rpt. 9

Date of writing report

Survey held at

Received London

No. of visits

Port

First date

No.

Last date

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 03015 S.S. Name "BALLYDOUGAN" Gross tons 619 Date of build 1-1913

Owners JOHN HELL LTD. Managers E.W.P. KING Port of Registry BELFAST

Engines made 1-1913 By HITCHISON, BLAIR & CO. LTD. Type T.3CY.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 1 W.P. 180 LBS/0"

No. of Aux./Donkey Boilers None W.P. ✓

Surveyed Afloat or in Dry Dock BOTH

Nature of Survey M.B.S., DOCKING

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
† 10091	† L.M.C.
S.S. 1RV.	6.55 E.S.
D.S.	7.57 M.B.S.
	7.57 (C.L.)
	5.55 S.P.S.

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 .072" 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

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 ship so far as now seen is in good condition and eligible in my opinion to remain as now classed with fresh record of M.B.S. 8, 58.

THURSDAY 11 SEP 1958

Date of Committee

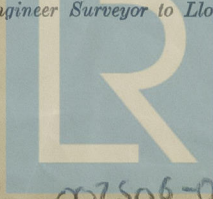
Decision

As now MBS 8.58

30m, 5.54. T.

Noted for Header

D.O. Carmichael  
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

002506-002514-0016

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.



