

-4. JAN. 1961

Rpt. 9 /NK 3- JAN 1961
Date of writing report 30.12.60. Received London Port NEWCASTLE-ON-TYNE No. 17599
Survey held at Bill Quay No. of visits 6 First date 23.11.60. Last date 2.12.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54849 Name S.S. "BRIARDENE" Gross tons 538 Date of build 9-1929
Owners T.G. Irving Ltd. Managers Andrew Marshall Port of Registry Sunderland
Engines made 1929 By John Lewis & Sons Ltd. Type T3 cy. 12" 21" & 34" x 24"

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100A1	* LMC
(Dr) 11/56 SS	ES 12/55
DD 6/59	MBS 6/59
	CL 7/58
	sps 11/56

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 **Working fit** Oil Glands Sea Connections
- Fastenings **Good** Has Screwshaft ~~been~~ been drawn? **Yes** Date of Examination **25.11.60** Has Shaft been changed? **No**
- Has Shaft now fitted been previously used? Has Shaft now examined/~~over~~ a continuous liner? **Yes** Approved oil gland? **No**
- 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 **S.W. circulating - Good**
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? **Yes**

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this ship, so far as now seen, with fresh record of MBS 12/60 and TS(CL) 12/60

Date of Committee THURSDAY 19 JAN 1961
Decision MBS 12 60
TS 12 60



007559-002267 0185

Has a Survey also been held on Ship? If so, in 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)

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		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD				
a Generators				l Generators & Governors	Good
b Exciters				m Motors	Good
c Air Coolers				n Switchboards & Fittings	Good
d Motors				o Circuit Breakers	Good
e Air Coolers				p Cables	Good
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	Good
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 24.11.60 Good AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 200 lb.

{ 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 Good

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 and Tear repairs: Screwsaft liner - scored - now skimmed
Sternbush rewooded.

Boiler:- Approx. 30 cc back stays renewed.
Grooving on the waterside of the bottom knuckle back end plate (approx 7'0") cut out & E.welded.
On completion of repairs, boiler tested hydraulically and found in good order.
A few faults in the electrical installation rectified.
A general examination made of the main and aux. machinery, all external parts seen, examined under steam and found satisfactory.
The Chief Engineer states that the machinery is in good working condition.

Note:- Ship unslipped 1.12.60.

LEAVE THIS SPACE BLANK

Survey fees T.S. £ 3. 0. 0.
M.B.S. £ 8. 0. 0.
G.E. £10. 0. 0.

Damage fee ...
Expenses... £ 0. 5. 0.

Date when A/c rendered

