

Rpt. 9

Date of writing report 28.1.58

Survey held at Aden

Received London

No. of visits Three

Port Aden

First date 23.1.58

No. 2459

Last date 25.1.58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04219 ^{SSK} Name M.V. BORE V111 Gross tons 5196 Date of build 8-1924
 Owners Angf. A/B Bore Managers -
 Engines made Hpl By Richardsons, Westgarth & Co. Port of Registry Abo
 Type 2DA 4Cy

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers - W.P. -
 No. of ~~Kut~~/Donkey Boilers 3 W.P. 120 lb
 Surveyed Afloat or in Dry Dock Afloat
 Nature of Survey Machinery Repairs
 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	+LMC
with fbd Carrying oil FP	+NE 3-36
above 150° in APT & DTs	+ndb(upr)36 B d 5-57
SS(Dr) 1-47 Skm 4-56	E CS 4-56
D 5-57	TS(CL) 5-57
	sp 4-56 Oil Eng

13935 - H. Ky

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 { 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 is eligible, in my opinion, to remain as classed without fresh record, subject to any outstanding requirements being dealt with as previously recommended.

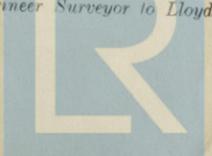
TUESDAY 1 FEB 1958

Date of Committee
 Decision As now

30m, 6, 55. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

W.P. Watson 2020
 Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

002568-002576-0058



Has a Survey also been held on Ship? If so, is 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.....
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..... AUXILIARY, DONKEY or PRESS.....
 Superheaters.....
 Safety Valves.....
 Mountings, Doors & Fastenings.....
 Safety Valves Adjusted to { Sat.....
 { Spt.....
 Boiler Securing Arrangements.....
 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.....

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)

It was stated that shortly after the ship departed from Aden it was ascertained that the main engine No.3 piston was leaking and, in consequence, the ship returned to this port for repairs to be effected.

Now done. The main engine No.3 piston and rod removed and replaced with a new ship's spare piston and rod.

A new spare piston rod and complete piston assembly taken to the shore workshops. The piston rod collar mating surface and all mating surfaces of the piston sections ground and made true. All parts assembled and, on completion, the piston was hydraulically tested to 100 pounds per square inch and found satisfactory. The piston and rod were placed on board the ship as spare.

Markings on the new piston rod were noted as follows :-

LLOYDS No.955 R.O.T.
 P.F.W. 13. 9. 54.

W.P. Watson

LEAVE THIS SPACE BLANK

Survey fees ... £.9. 9. 0.

Damage fee ...

Trav. Expenses... Sh.5.0.

Date when A/c rendered.....

Repairs

It is submitted that this vessel is eligible to remain as CLASSED.

W.P. Watson
8/5/54
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