

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

Name M.V.

BORE V111

Gross tons 5196

Date of build 8-1924

Owners Angf. A/B Bore

Managers

Port of Registry Abo

Engines made Hpl

By Richardsons, Westgarth & Co.

Type 2DA 4Cy

No. of Main Engines 1

No. of Screws 1

No. of Main Boilers

W.P.

No. of ~~Aut.~~/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  
+100 A1  
with fbd Carrying oil FP  
above 150° in APT & DTs

Machinery  
+LMC

+NE 3-36

+ndb(upr)36 B d 5-57

E CS 4-56

TS(CL) 5-57

SS(Dr) 1-47 Skm 4-56

D 5-57

sp 4-56

Oil Eng

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

30m, 6.55. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

002568-002576-0058



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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PROPULSION		ELECTRICAL EQUIPMENT	
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..... 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

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

6/9/58

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Survey fees ... £.9. 9. 0.  
Damage fee ...  
Trav. Expenses... ... Sh.5.0.  
Date when A/c rendered.....