

11 JUL 1958

Rpt. 9

Date of writing report June, 1958 Received London Port FALMOUTH No. 13268  
Survey held at Falmouth Docks No. of visits 14 First date 2nd May Last date 3rd July, 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 08655 Name M.V. "ECHODALE" Gross tons 8212 Date of build 1941 - 3  
Owners The Admiralty Managers - Port of Registry London  
Engines made 1941 By Hawthorn, Leslie & Co. Ltd. Type Oil Engine 4SA 8cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - W.P. -

No. of ~~AK~~/Donkey Boilers 1 W.P. 180 lbs:

Surveyed Afloat or in Dry Dock Drydock

Nature of Survey part CS, DBS & TS

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-CS 7.55
5.57	d 5.57
ss. Nwc. (DR) 7.55	TS (CL) 5.57
	SPS 7.55
Carrying Petroleum in Bulk	Oil Engine

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 close fit ~~YOU GLASS~~ Sea Connections  
Fastenings good Has Screwshaft ~~TABLE~~ been drawn? yes Date of Examination 12 June Has Shaft been changed? yes  
Has Shaft now fitted been previously used? No Has Shaft now examined/fit a continuous liner? yes Approved Oil used?

MAIN ENGINES (Recip. SCOT. I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods Nos. 3 & 4 - good  
2 Valves & Gears Nos. 3 & 4 - good  
3 Connecting Rods, Top Ends & Guides ~~Star~~ Nos. 3 & 4 - good  
4 Crankpins & Bearings ~~Star~~ Nos. 3 & 4 - good  
5 Journals & Bearings Nos. 3, 4, 5, 9 & 10 - good

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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS good

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.) † good

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS Fuel - good, fresh water, sea water, lub oil, bilge and sanitary - all good

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is in good condition, eligible in my opinion to remain as classed with fresh record of DBS 7.58, TSN (CL) 6.58 and CS (with date) when the survey is completed, subject to auxiliary condenser forward water end casting and both end covers to be renewed by June, 1959 (12 months limit).

Date of Committee

THURSDAY 31 JUL 1958

Decision

Br naw, subyset

DBS 7.58 TS. N. 6.58



32 Essential Independent Pumps (Identify by position) Both (F&A) oil fuel unit pumps - good, stand by sea water circulating pump (psf) - good, ballast pump (fwd) - good.

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 JW - good

36 Lub. Oil Coolers good

37 Heaters (state service) both oil fuel - good

38 Independent Air Compressors, Coolers & Safety Devices Diesel and steam (ps inboard and outboard) - good.

FORCED DRAUGHT FAN ENGINE - good

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 good

45 Windlass

46 Fire Extinguishing Arrangements

B.R. - good

AUXILIARY ENGINES (Identify by position)

Steam generator (ss) - good

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	AUXILIARY EQUIPMENT	
a Generators		l Generators & Governors steam generator (ss) - good	
b Exciters			
c Air Coolers			
d Motors		m Motors	
e Air Coolers			
f Control Gear, Cables, etc.		n Switchboards & Fittings	
g Insulation Resistance		o Circuit Breakers	
h Insulating Oil Test		p Cables	
i Overspeed Governors		q Insulation Resistance good	
j Magnetic Couplings		r Steering Gear Generators and Motors	
k Air Gap		s Navigation Light Indicators	

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

MAIN

AUXILIARY, DONKEY or PRESS good, examined internally 6th May, 1958

Superheaters

Safety Valves

good

Mountings, Doors & Fastenings

good

Safety Valves Adjusted to { Sat.  
Spl.

180 lbs: per sq. inch

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? yes, good

Forced Circulating Pumps

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

Funnel Efficient

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 & TEAR REPAIRS:- Donkey boiler mountings examined, main stop valve seat loose, new seat fitted, safety valve chest (ss) wasted under seat landings, valve chest electric welded, heat treated, hydraulically tested and tight, new valves and seats fitted and safety valves adjusted under steam.

Propeller blade tips erroded and broken off, blades reconditioned, metal fused on to blade tips and blades dressed and polished by "Manganese Bronze & Co."

Tailshaft examined liner found to be ridged in way of packing, spare shaft efficiently fitted, stern tube rewooded and propeller fit tried and in order, replacement shaft marked thus:- F4295 LLOYDS 9123 HAI 25.6.40 P 22.8.40 LP.

and original shaft held on board as spare.

Intermediate shaft bearing wiped; bearing remetalled machined and refitted.

Main engine No.3 bottom end bearing wiped and cracked, bearing remetalled and machined.

Main attached pumps, centre driving shaft examined, couplings slack and keyway worn. New mild steel shaft made and fitted to coupling.

CONDITION OF CLASS:- Auxiliary condenser examined forward water end casting and both end covers found to be wasted and graphetised. It is recommended auxiliary condenser forward water end casting and both end covers to be renewed by June, 1959 (12 months limit).

Survey fees CS £46:0:0

CS re-exam & Rprs £10:0:0

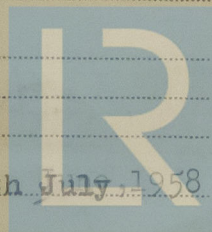
DBS £ 8:0:0

TS £ 7:0:0

Damage fee

Expenses

Date when A/c rendered 9th July 1958



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