

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. 59666 Name S.S. "ENDRICK" Gross tons 969 Date of build 9/1928
Owners W. Sloan & Co Ltd Managers Port of Registry Glasgow
Engines made 1928 By Ramage & Ferguson Ltd Type T 3cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 SB W.P. 180 lb.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Propeller examination
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

BS* Hull 9/58
SS hull 3.5.5 (Dr)
MBS* Machinery 3/55
MBS 5/58
T.S. 09 4.58
S.P.S. 4/56
O.F. 4/56

OSD See stiffening

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			
SCAVENGE BLOWERS			
SUPERCHARGERS			
MAIN TURBINES			
16 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			
HOLDING DOWN BOLTS & CHOOKS			
CONDENSERS (MAIN & AUX.)			
STEAM RE-HEATERS			
DE-SUPERHEATERS			
STOP & MANOEUVRING VALVES			
MAIN ENGINE DRIVEN PUMPS			
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES			

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in my opinion eligible to remain as classed & that she is fit to proceed to Antwerp direct for breaking up

Date of Committee

Decision

GLASGOW 30 JUN 1959

To be broken up.

- 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)

ELECTRICAL EQUIPMENT

AUXILIARY EQUIPMENT

PROPULSION	PORT	STARBOARD	
a Generators			1 Generators & Governors
b Exciters			2 Motors
c Air Coolers			3 Switchboards & Fittings
d Motors			4 Circuit Breakers
e Air Coolers			5 Cables
f Control Gear, Cables, etc.			6 Insulation Resistance
g Insulation Resistance			7 Steering Gear Generators and Motors
h Insulating Oil Test			8 Navigation Light Indicators
i Over-speed 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)

S.R.L. The propeller blades were examined so far as could be seen whilst afloat in Queen Dock, Glasgow & were found in the condition as seen to be fit in my opinion for a voyage from Glasgow to Antwerp where the vessel is stated will be broken up.

LEAVE THIS SPACE BLANK

Survey fee

£ 8-8

Damage fee

Expenses...

41-

30 JUN 1959

Date when A/c rendered

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Lloyd's Register Foundation

Noted.
as new -
8.7.55
Nov 6 to Nov 11
11.11.55