

26 JUN 1959

JUL 1959

NEWCASTLE-ON-TYNE

116292

Rpt. 9

Date of writing report 19.6.59.

Received London

Port

No.

Survey held at Wallsend

No. of visits 8

First date 4.6.59

Last date 18.6.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 61559 S.S. "FULHAM LI" Gross tons 1598 Date of build 8-1936
Owners Central Electricity Authority Managers Stephenson Clarke Limited Port of Registry London
Engines made 1936 By N.E. Marine Engineering Co. Limited, Type T.3 6 Cy. 16 $\frac{1}{2}$ " 27 $\frac{1}{2}$ " & 46 x 33"
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 W.P. 200 lb.
No. of ~~xx~~/Donkey Boilers 1 W.P. 100 lb.
Surveyed Afloat or in Dry Dock Both
Nature of Survey T.S.O.G., M.B.S. & D.S.
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 Al with freeboard	+ LMC
S.S. 4/56 NWC.	E.S. 4/56
D.S. 5/58	M.B.S. 5/58
	D.B.S. 5/58
	T.S.O.G. 4/56
	S.P.S. 4/56

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 0.028" Oil Glands Good Sea Connections
Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 9.6.59 Has Shaft been changed? No
Has Shaft now fitted been previously used? Has Shaft now examined ~~xxxx~~ a continuous liner? No Approved oil gland? Yes

MAIN ENGINES (Recip. Steam or I.G.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Side
Top Ends & Guides Centre
4 Crankpins & Side
Bearings 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 & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

TOP & MANOEUVRING VALVES

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 vessel, so far as now seen, is
in a safe working condition and eligible in my opinion to remain as now classed with
fresh records of T.S.O.G. 6/59 and M.B.S. 6/59.

Date of Committee

Decision

THURSDAY 16 JUL 1959

MBS 6/59

TSC 5/59

Noted

for

Reader

40m, 4.57. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

R. GUY.

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Foundation

002620-002630-0042

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	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators.....			1 Generators & Governors.....
b Exciters.....			
c Air Coolers.....			m Motors.....
d Motors.....			n Switchboards & Fittings.....
e Air Coolers.....			o Circuit Breakers.....
f Control Gear, Cables, etc.....			p Cables.....
g Insulation Resistance.....			q Insulation Resistance.....
h Insulating Oil Test.....			r Steering Gear Generators and Motors.....
i Overspeed Governors.....			s Navigation Light Indicators.....
j Magnetic Couplings.....			
k Air Gap.....			

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

MAIN	5.6.59	Good	XXXXXXXXXX DONKEY XXXXXXXXXX
Superheaters		Good	
Safety Valves		Good	
Mountings, Doors & Fastenings		200 lb. (18.6.59)	
Safety Valves Adjusted to	Sat.....		
	Spt.....		
Boiler Securing Arrangements		Good	
Main Economisers			Exhaust Gas Heated Economisers.....
Steam Heated Steam Generators			Steam Generator Safety Valves Adjusted to.....
Also examine the boiler for signs of corrosion, scale, etc.			Forced Circulating Pumps.....
Examine the boiler for signs of corrosion, scale, etc.			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.

Examined donkey boiler, shell drill tested in way of steam space and lower water space, thickness determined as 0.3". Recommended a reduction of pressure together with other repairs of a new top door and all mudhole landing faces to fair. Owners subsequently requested that no repairs be carried out and the boiler placed permanently out of commission. The safety valve chest was removed from the vessel and feed pipes blank to prevent further steaming.

It is now recommended that the record of D.B.S. be deleted from the Register Book
Main boiler: 4 lower starboard partition stays renewed; dynamo stop and auxil
stop valve spindles renewed.

Tailshaft machined true (finished size 11.225"), sternbush remetalled due
excessive wear down.

Vessel undocked 18.6.59.

LEAVE THIS SPACE BLANK



Survey fees M.B.S. £8. 0. 0.
D.B. Examn. £6. 0. 0.
T.S.O.G. £5. 0. 0.

Damage fee

Expenses.....

Date when A/c rendered.....

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