

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	
PROPULSION	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)

WEAR AND TEAR REPAIRS:- Attend on board at request of the Owners' Agent for examining the steering arrangement. The Master of the ship stated that the steering gear had jammed on several occasions for no apparent reason.

Examined control rods with bevel gears from bridge to steering gear, steam control gear at steering gear and steering chain equipment to quadrant.

Found control rods slack in bearing bushes, bevel gears partly slack and out of alignment. Port fwd. steering chain guide roller sticking on shaft and starboard aft spring buffer running off the guide during operating the gear.

NOW DONE:- All bearings of steering gear control rods rebushed, slack bevel wheels resecured and all rods with gears re-aligned, master valve of steering gear adjusted. Port fwd. guide roller seized, ^{now} guide roller renewed of welded construction. Starbd. aft spring buffer guide increased in length. All steering gear examined under all working conditions during 3 hours of sea trials and found satisfactory.

LEAVE THIS SPACE BLANK

Survey fees Rep. £ 24.0.0

Damage fee ...
 Expenses... 1.10.0
 Late Fee 19.11.60 5. 5.0

Date when A/c rendered

