

Rpt. 9

Date of writing report 23, Dec. 1958

Received London

Port Boston, Mass.

No. 4875

Survey held at Somerset, Mass.

No. of visits 1

First date 20, Dec.

Last date 20, Dec. 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 60818 Name ^{SS} TW. Sc. M.T. "Fleet Tank" Gross tons 8813 Date of build 1930-2
 Owners Fleet Operators Ltd. Inc. Managers Port of Registry Monrovia
 Engines made 1930 By J.G. Kincaid & Co. Ltd., Grk Type 2 Oil Engines 1 SA each 6Cy.
 No. of Main Engines 2 No. of Screws 2

DISCLOSED SECTION
 No. 57200 N-YK

Records of Survey & Special Notations as per Register Book

Hull		Machinery
No. of Main Boilers	W.P.	
No. of AK /Donkey Boilers	W.P. 180 lb.	
Surveyed Afloat at Dry Dock Montaup Electric Power Co.'s Wharf	100A1 2,58	ELMC CS 2,58
Nature of Survey Ex. cylinder casting	SS Mob(Dr) 2,58	DBS 2,58
Was Damage Report issued? no Int. Cert.? Yes		CLp&s 2,58
Last Report (For Head Office only)		Steam pipe 10,56
	carrying molasses or petroleum in bulk	

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 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.

LOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
 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
 Cyls., Covers, Pistons & Rods
 Valves & Gears
 Connecting Rods, Top Ends & Guides { Side Centre
 Crankpins & Bearings { Side Centre
 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
 Cyls., Covers, Pistons & Rods
 Connecting Rods & Top Ends
 Crankpins & Bearings
 Journals & Bearings
 Valves & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
 Cyls., Covers, Pistons & Rods
 Connecting Rods & Top Ends
 Crankpins & Bearings
 Journals & Bearings
 Valves

SCAVENGE BLOWERS
 AIR PERCHARGERS
 MAIN TURBINES
 Cyls., Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
 STEAM COMPRESSORS
 PIPES & HYDRAULIC COUPLINGS
 REDUCTION GEARING

CRANK BLOCKS, SHAFTS & BEARINGS
 INTERMEDIATE SHAFTS & BEARINGS
 HOLDING DOWN BOLTS & CHOCKS
 CONDENSERS (MAIN & AUX.)
 STEAM RE-HEATERS
 SUPERHEATERS

STEAM & MANOEUVRING VALVES
 MAIN ENGINE DRIVEN PUMPS
 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS
 The machinery of this Vessel is in good and safe working condition and in the opinion of the Undersigned eligible to remain as now Classed in the Register Book without fresh survey, subject to the cylinder casting being again examined or renewed before the end of 1959.
 anchor windlass

NEW YORK JAN 7 1959

As now. Subject.

Noted for Header

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 THOMAS BARRIE
 Engineer Surveyor to Lloyd's Register of Shipping

002717-002724-0012

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).....

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)

SRL 165-Windlass cylinder casting to be renewed by 11/58 (2 months limit).
The above anchor windlass cylinder is stated to have been temporarily repaired by brazing at Mobile and again examined at Philadelphia about September 1958 and recommended to be renewed before the end of November 1958. The Owner's Representative requested that the renewal of this cylinder be deferred until the end of 1959 and after an examination of this cylinder casting, this was agreed to.

LEAVE THIS SPACE BLANK

32
at new...
6-29-1-1-59
Not pd.
at left \$1.55

Survey fees ... \$70.00

Damage fee ... \$10.00

Expenses...

Date when A/c rendered... 23, Dec. 1958

