

Rpt. 9

Date of writing report 18-11-1960

Received London

Port ROTTERDAM

No. 50549

Survey held at ROTTERDAM

No. of visits 6

First date 17-10-60

Last date 7-11-1960

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 58884. Name S.S. "D O T T E R E L" Gross tons 1494 Date of build 2-1934

Owners British & Continental S.S. Co. Ltd. Managers Port of Registry Liverpool

Engines made 1934 By A. Stephen & Sons Ltd. Type T. 3 Cy. MN (324)

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 3 SB W.P. 220 lbs. Spt.

HS " " (6551) -- W.P. --

No. of Aux./Donkey Boilers -- W.P. --

Surveyed Afloat or in Dry Dock on slipway

Nature of Survey Condition, Compl. MBS, TS, Sps, Dam.

Was Damage Report issued? Int. Cert. attached Repairs

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100Al with fbd.	*L.M.C.
S.S. (Dr.) 6-58	E.S. 6-58
D.S. 7-60	M.B.S. 5-59
	T.S. (O.G.) 6-58 N
No sparring	S.p.s. 5-54
	O.F. 4-50
	Natural draught.

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 1 mm. Oil Glands good Sea Connections --  
Fastenings good Has Screwshaft been drawn? yes Date of Examination 19-10-60 Has Shaft been changed? no  
Has Shaft now fitted been previously used? -- Has Shaft now examined/fitting a continuous liner? no Approved oil gland? yes

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

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) not required

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

STOP & 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 condition and eligible

in my opinion to remain as classed with fresh record of M.B.S. 6-60 as previously recommended, fresh

record of T.S. 10-60 O.G. and fresh record of S.p.s. 10-60 and without the condition of class relating

to the propeller and tailshaft.

Date of Committee TUESDAY 20 DEC 1960

Decision MBS 6-60, without spl.cdu

TS 10-60, SPS 10-60

40m, 4, 57. T. (MADE AND PRINTED IN ENGLAND)

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Engineer Surveyor to Lloyd's Register of Shipping  
for Mr. E.M. Dudock.

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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		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 forward boiler 22-10-1960, good
AUXILIARY, DONKEY or PRESS
Superheaters good
Safety Valves good
Mountings, Doors & Fastenings good
Safety Valves Adjusted to Sat. 220 p.s.i.
Spt. 220 p.s.i.
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
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? none
Funnel effective

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main Steel. Selected lengths tested, good
Auxiliary (over 3 in. bore) Steel. Selected lengths tested, good
Were Copper Pipes annealed?
Have Saturated Pipes in cylindrical boiler smoke boxes been tested? none

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)
Now done for damage: Propeller reconditioned at Lips propeller works. Screwshaft drawn, examined together with sternbush and oil gland and found good.
Wear and tear repairs: A number of defective screwstays in forward boiler renewed.

LEAVE THIS SPACE BLANK

Survey fees £1. 160.--
Damage fee £1. 50.--
Expenses... £ 15.-
Date when A/c rendered 28 NOV. 1960

