

Rpt. 9 2 FEB 1959  
Date of writing report 30.1.59.  
Survey held at North Shields  
Received London  
No. of visits 2  
Port NEWCASTLE-ON-TYNE  
First date 21.1.59. Last date 23.1.59. No. 115902

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 66068 S.S. "JOHN CHARRINGTON"  
Owners Charring Steamship Co. Managers Charrington, Gardner, Lockett Ltd. Gross tons 1588 Date of build 1929 7  
Engines made 1929 By N.E. Marine Eng. Co. Ltd. Type Triple expansion Recip. Port of Registry London  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 2 W.P. 180 lb.  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Drydock  
Nature of Survey DS., TS., Machy. Exam. DAMAGE  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Hull		Machinery	
*100A1		*LMC.	
S.S. Shl. (Dr.)	8,55		8,55
D.S.	7,58	MBS.	7,58
		TS.CL.	3,58
		sps.	8,55

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 Propeller ~~X~~ Good Wear Down of Stern Bushes Rewooded Oil Glands Sea Connections Good  
Fastenings Good Has Screwshaft ~~Tabeshaft~~ been drawn? Yes Date of Examination 21.1.59. Has Shaft been changed? No  
Has Shaft now fitted been previously used? Has Shaft now examined ~~with~~ a continuous liner? Yes Approved oil gland? No  
MAIN ENGINES (Recip. Steam ~~XXXX~~) ~~XXXX~~ ~~XXXX~~  
1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides ~~XXXX~~ Centre  
4 Crankpins & Bearings ~~XXXX~~ Centre H.P. & L.P. - Good  
5 Journals & Bearings All - Good  
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  
16 SCAVENGE BLOWERS  
17 SUPERCHARGERS  
MAIN TURBINES  
18 Casings, Rotors, Blading, Bearings & Thrusts  
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS Good  
24 INTERMEDIATE SHAFTS & BEARINGS  
25 HOLDING DOWN BOLTS & CHOCKS Good  
26 CONDENSERS (MAIN ~~XXXX~~) Good (tested)  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANOEUVRING VALVES  
30 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 safe working condition and eligible in my opinion to remain as now classed with fresh record of TS(CL) 1.59. and ES 1/59. when the survey is

Date of Committee TUESDAY 24 FEB 1959  
Decision 15.1.59

Noted for Header



Ballast pump water end, main circulating pump water end - Good

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)

DAMAGE:- Stated vessel grounded off Yarmouth Roads whilst on passage London-Tyne 15.1.59.

Now done:- Vessel placed in drydock. Propeller, outside fastenings, sea connections and screwshaft (drawn in) examined and found in good order. Sternbush examined. The following machinery opened out and found or placed in good order:- H.P. & L.P. bottom ends. All main bearings. Thrust. Main condenser, Ballast pump water end. Main circulating pump water end. Holding down bolts and chocks.

Repairs:- Main circulating pump impeller shaft found scored and machined in way of packing. Sternbush rewooded.

The Owners have requested that the items now seen be credited towards the Engine Special Survey due 8-59

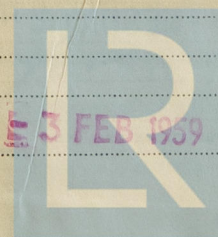
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Survey fees ...

Damage fee ... £15. 0. 0.

Expenses... ..

Date when A/c rendered...



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