

Rpt. 9

Date of writing report 31.5.60.

Received London

Port Liverpool.

Survey held at Liverpool.

No. of visits 2

First date 18.5.60.

Last date 24.5.60.

No. 154476

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 08419 Name M.V. DENBIGH COAST

Owners Coast Lines Ltd.

Gross tons 479

Date of build 1937 1

Engines made 1937 By British Polar Engines Ltd.

Managers --

Port of Registry Liverpool

No. of Main Engines 1 No. of Screws 1

Type 2SA 7C *NE2/49

No. of Main Boilers - W.P. -

Records of Survey & Special Notations as per Register Book

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

Surveyed Afloat or in Dry Dock Drydock

Hull		Machinery	
*100A1	6,59	*LMC	CS 6,57
SS.	6,57	TS.	OG 6,59

Nature of Survey Dkg. & C.S.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

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 Close fit Oil Glands Efficient Sea Connections Not ex'd

Fastenings Good Has Screwshaft Tubeshaft been drawn? NO 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 (Simp. Steam C.I.C.) PORT STABOARD

1 Cyls., Covers, Pistons & Rods Nos. 2, 3 & 5 Good

2 Valves & Gears Nos. 2, 3 & 5 Good

3 Connecting Rods, Top Ends & Guides Centre Nos. 2, 3, & 5 Good

4 Crankpins & Bearings Centre Nos. 2, 3, & 5 Good

5 Journals & Bearings Nos. 2, 3, 4, 5 & 6 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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 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

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel so far as now seen is in my opinion eligible to remain as now classed with fresh record of C.S. (with date) on completion.

Have Main Engines been tested working and manoeuvring?

Date of Committee LIVERPOOL 21 JUN 1960

Decision As now

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

Filed for Heads

(P.H.FERRI)

Engineer Surveyor to Lloyd's Register of Shipping



002923-002928-0182

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

