

# WRECK SECTION

No. ....

18 FEB 1959

Rpt. 9

Date of writing report 2/2/59.

Received London

Port FLEETWOOD. 449.

No. 151073

Survey held at Fleetwood.

No. of visits 3

First date 20/1/59.

Last date 27/1/59.

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 55857 S.S. Name ~~MSV~~ S.T. " CARELLA " Gross tons 421 Date of build 1953 - 7  
 Owners Dinas Steam Trawling Co. Ltd. Managers - Port of Registry Fleetwood.  
 Engines made 1933 By C.D. Holmes & Co. Ltd. Type T 3Cy.  
 No. of Main Engines 1 No. of Screws 1  
 No. of Main Boilers 1 SB. W.P. 200 lb.  
 No. of Aux./Donkey Boilers - W.P. -  
 Surveyed Afloat or in Dry Dock Afloat.  
 Nature of Survey M.B.S. & Owners Repairs.  
 Was Damage Report issued? No Int. Cert.? Yes.  
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100A1. 12,57.	+ LMC. 12,55
steam trawler.	ES. 9,58
S.S. Flt 12,55.	BS. M. 4,57
Reclassified 8,47.	TS (CL). 12,55.
	S.P.S.

150122 - FLT.

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 ..... Wear Down of Stern Bushes ..... Oil Glands ..... Sea Connections .....  
 Fastenings ..... 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  
 1 Cyls., Covers, Pistons & Rods .....  
 2 Valves & Gears .....  
 3 Connecting Rods, Top Ends & Guides { Side .....  
 Centre .....  
 4 Crankpins & Bearings { Side .....  
 Centre .....  
 Journals & Bearings .....  
 MAIN ENGINE DRIVEN AIR COMPRESSORS  
 Cyls., Covers, Pistons & Rods .....  
 Connecting Rods & Top Ends .....  
 Crankpins & Bearings .....  
 Journals & Bearings .....  
 Coolers & Safety Devices .....  
 MAIN ENGINE DRIVEN SCAVENGE PUMPS  
 Cyls., Covers, Pistons & Rods .....  
 Connecting Rods & Top Ends .....  
 Crankpins & Bearings .....  
 Journals & Bearings .....  
 SCAVENGE BLOWERS .....  
 SUPERCHARGERS .....  
 MAIN TURBINES  
 Cyls., Covers, Pistons & Rods .....  
 Connecting Rods & Top Ends .....  
 Crankpins & Bearings .....  
 Journals & Bearings .....  
 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) .....  
 PISTON COMPRESSORS .....  
 PISTONS & HYDRAULIC COUPLINGS .....  
 REDUCTION GEARING .....  
 RUST BLOCKS, SHAFTS & BEARINGS .....  
 INTERMEDIATE SHAFTS & BEARINGS .....  
 LANDING DOWN BOLTS & CHOCKS .....  
 CONDENSERS (MAIN & AUX.) .....  
 STEAM RE-HEATERS .....  
 SUPERHEATERS .....  
 P & MANOEUVRING VALVES .....  
 MAIN ENGINE DRIVEN PUMPS .....  
 CASE DOORS & EXPLOSION RELIEF DEVICES ..... Have Main Engines been tested working and manoeuvring? .....  
 STATEMENT OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in good order, eligible in my opinion to remain as now classed with fresh record of M.B.S. 1/59.

If certificate is required state where to be sent.

LIVERPOOL

M.B.S. 1-59.

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

002970-002977-0167

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Lloyd's Register Foundation



**AUXILIARY ENGINES** (*Identify by position*).

## ELECTRICAL EQUIPMENT

**BOILERS OPENED UP & EXAMINED** *(Identify by position and state latest date of internal examination of each boiler)*

MAIN	Boiler.	20 - 1 - 59 -	Good.	AUXILIARY DONKEY or PRESS
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### 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)

Owing to leakage of plain tubes at various periods, Owners' decided to re-tube main boiler.

Repairs :- Cut out and removed plain tubes. Built up and dressed tube plate holes. Plain tubes renewed.

Upon examination of stay tubes, combustion chambers and furnaces, after removal of plain tubes, it was

recommended that the stay tubes should be renewed at this time, as the tube plate threads appeared wasted

from specimen removals.

Repairs :- Cut out stay tubes, re-tapped stay tube holes, and renewed stay tubes.

C.D. Holmes tube Cert. No. J8508. O/No. A.1782. LLOYDS H.S.J. GIS.

On completion of repairs, boiler examined whilst subjected to a hydraulic test pressure of 250 l

and found satisfactory. Subsequently adjusted safety valves to the above stated pressure,

and re-examined boiler under working conditions and all found satisfactory.

SP

Survey fees M.B.S. 48-0-0

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Repair

~~XXXXXX~~ fee

Expenses...

100

Date when A/c rendered.....

A close-up, horizontal view of a piece of aged, yellowed paper. The paper has a textured, slightly mottled appearance with some darker spots and a prominent dark, irregular border along the bottom edge, possibly indicating a tear or a shadow from the scanning process. The overall color is a warm, off-white or light beige.