

WRECK
SECTION

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Rpt. 9

Date of writing report 12/3/59.

Survey held at LONDON.

Received London 24 MAR 1959

No. of visits 3.

Port LONDON.

First date 11/2/59.

No. 139908

Last date 6/3/59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 57912 Name M.V. "DALMUIR". Gross tons 971. Date of build 8-1904.
Owners Esso Petroleum Co., Ltd. Managers Port of Registry Glasgow.
Engines made 1904. By W. Beardmore & Co., Ltd. Glasgow. Type Triple expansion 6Cy.
No. of Main Engines 2. No. of Screws 2.
No. of Main Boilers 2. S. W.P. 180. lb.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Afloat.
Nature of Survey Rep.
Was Damage Report issued? No. Int. Cert.? Yes.
Last Report (For Head Office only)

Hull		Machinery	
BS tanker - oils	FP above 150°F.	For service in the	
Thames Estuary	12-57.	MBS.ES.	12-55.
SS.(dr.)	11-51.	MBS.	12-57.
SS.Lon.	12-55.	TS.CL.p.&s.	12-56.
		SPS.	12-55.
Fitted for O.F.			

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
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

16 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 & MANŒUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship as now seen is in good working order eligible in my opinion to remain as classed without fresh record of Survey, subject to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee THURSDAY 9 APR 1959

Decision As now

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping
N. DIENES.

003013-003017-0094

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 40 Auxiliary
39 Air Receivers & Safety devices—Main
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			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers.....
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings.....			s Navigation Light Indicators.....
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 Exhaust Gas Heated Economisers.....
Main Economisers Steam Generator Safety Valves Adjusted to
Steam Heated Steam Generators..... Forced Circulating Pumps.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Funnel.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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)

For Main Boiler Survey please see London Report No.139606.

Repairs.

A 3½"dia. steel pipe, having a 1" dia. branch supplying steam to the oil fuel heater was found leaking in way of this branch pipe flange. Repairs were effected by welding & the repaired pipe was satisfactorily hydraulically tested to 300.lb.

A new 3½" steel pipe, made from tested material, was subsequently made & tested to 500.lb. per sq." & stamped:- LLOYD'S TEST 500.lb.

LON. 20/2/59 N.D.

The new pipe was satisfactorily fitted in place & examined under steam., & replaces the original pipe repaired as stated above.

LEAVE THIS SPACE BLANK

Survey fees Rep. £7..0..0d. 42

Damage fee ... -

Expenses... 6/-

Date when A/c rendered.

20 MAR 1959

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Lloyd's Register
Foundation

Repairs.
It is submitted that this
vessel is eligible to remain
as CLASSED.