

Rpt. 9

6 JAN 1958

Date of writing report 24.12.57

Received London 30.12.57

Port LONDON

No. 137098

Survey held at London

No. of visits 3

First date 10.12.57

Last date 16.12.57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 31986 Name ^{S.S.} ~~NEW~~ "TYNDALL" Gross tons 1314 Date of build 1932-9

Owners Central Electricity Authority Managers Stephenson Clarke Ltd. Port of Registry London

Engines made 1932 By J. Dickinson & Sons Ltd., Sunderland Type Triple Expansion 3 cyl.

No. of Main Engines No. of Screws

No. of Main Boilers 1 SB W.P. 200lb

No. of Aux./Donkey Boilers 1D W.P. 100lb

Surveyed Afloat or in Dry Dock Drydock

Nature of Survey Damage

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	3-57	*LMC.	4-54
S.S. Gms.	4-54	MBS	3-57
		DBS	3-57
		TS (CL)	3-55
		SPS	4-54

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 canceled 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 Close fit Oil Glands = Sea Connections =
 Fastenings Good Has Screwshaft ~~been~~ drawn? Yes Date of Examination 13.12.57 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 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
- 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
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 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 eligible in my opinion to remain as now classed, with fresh record of Tailshaft (Continuous Liner) 12-57, subject to Bronze Propeller being dealt with at the Special Survey due 4.58.

Date of Committee THURSDAY 16 JAN 1958
 Decision As above Subject T51257

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

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 Engineer Surveyor to Lloyd's Register of Shipping
 Lloyd's Register Foundation
 003138-003146-0263

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.

CD

- 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

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 to have been sustained through contact with M.S. "SENATOR" which was at anchor off Gravesend whilst the "TYNDALL" was proceeding, light, from Battersea to Grimsby on the 6.12.57. It was stated that the "TYNDALL"'s propeller became entangled in the "SENATOR'S" anchor cable which parted, entwining itself around propeller and shaft.

NOW DONE FOR DAMAGE:- Screwshaft withdrawn, placed in lathe found satisfactory and refitted. Thrust and thrustshaft examined, also main engine crankshaft, webs and shrink fits found satisfactory. Bronze (4 bladed) propeller leading edges found scarred and indented and one blade tip found set aft very slightly. The spare cast iron propeller was not available without some delay to the vessel. Temporary repairs only were effected at the request of the Owners, by dressing the leading edges of all four blades. It is recommended therefore that the propeller be dealt with at the Special Survey due 4-58. Owners advised - considered efficient meantime.

REPAIRS WEAR & TEAR:- Screwshaft liner ridge at overhang skimmed off.
Sternbush rewooded.
Sundry minor repairs effected.

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Survey fees

Damage fee ... £18.18.0.

Expenses... .. 6.0.

Date when A/c rendered. - 1 JAN 1958