

Rpt. 9

Date of writing report 27. 9. 61

Received London 29 SEP 1961

Port BELFAST

No. 17030

Survey held at BELFAST

No. of visits 5

First date 5. 9. 61

Last date 22. 9. 61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B03285 Name S.S. BALLYKINLAR
 Owners JOHN KELLY LTD Managers E.W.P. KING
 Engines made 1935 By J. LEWIS & SONS. LTD
 Gross tons 869 Date of build 7-1935
 Port of Registry BELFAST
 Type STEAM TRIPLE EXPANSION

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 1 W.P. 200 lbs

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

Surveyed Afloat or in Dry Dock BOTH

Nature of Survey TS, MBS, G. Ex.

Was Damage Report issued? - Int. Cert.? -

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
SS 9.57	LMC 9.57
D.S. 8.60	MBS 8.60
	CL 11.58
	SPS 3.57

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 .080" Oil Glands none Sea Connections good

Fastenings good Has Screwshaft Tubeshaft been drawn? yes Date of Examination 14.9.61 Has Shaft been changed? no

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? yes Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.)

1 Cyls., Covers, Pistons & Rods HP, IP, LP good

2 Valves & Gears HP good

3 Connecting Rods, Side
Top Ends & Guides 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

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS good

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

Have Main Engines been tested working and manœuvring? yes

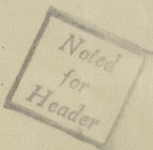
OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this vessel is eligible in our opinion to remain as classed with fresh records of survey: MBS 9.61 and TS.CL 9.61, subject to any outstanding items of class which may have been previously recommended.

Date of Committee FRIDAY 13 OCT 1961

Decision As now TS 9.61, MBS 9.61

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



John Gustin Bryan K. Batten
 Engineer Surveyor to Lloyd's Register of Shipping

003191-003199-0217

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) CONDENSER CIRCULATING, G.S., BALLAST (ALL) good

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)

DYNAMO (ONE ONLY) good

ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

MAIN 5.9.61 good

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to

Sat.

Spt.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? COAL

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)

A General Examination has now been held on main and auxiliary machinery for postponement of Special Survey, and all found in order

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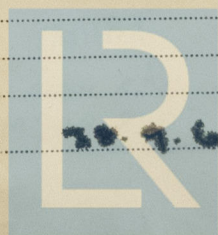
Survey fees

G. Ex. £ 20
MAS 8
TS 5

Damage fee

Expenses

Date when A/c rendered



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Foundation