





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.....

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).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			1 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 Starbd. 6/2/59 Good; Port 13/2/59 Good. AUXILIARY, DONKEY & PRESS.....

Superheaters.....

Safety Valves..... Good.

Mountings, Doors & Fastenings..... Good.

Safety Valves Adjusted to Sat. Both 225 lb/sq. inch.

Safety Valves Adjusted to Spt. Good.

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..... Good.

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)

WEAR & TEAR REPAIRS:- Starboard boiler:- A few plain tubes found thin at necks and renewed. Several c.c. back stays found wasted and renewed. Port furnace, two small laminations found on fireside at top in way of 7th and 8th corrugations from the front. Laminations cleaned out, furnaces drill tested and found satisfactory and affected areas reinforced with electric welding and buffed off.

+ Tailshaft drawn in, examined and found slightly corroded circumferential in way of Cedarwall gland. Tailshaft examined with the aid of a magna flux crack detector with negative results. It is recommended that the tailshaft be again re-examined before the end of February, 1960 (12 mos. limit) and in the meantime is considered efficient. Limit letter issued.

(Please see Cont. sheet)

Survey fees ... MBS. £16. ✓  
TS. £5.  
G.E. £9.10s.  
Rprs. £5. 5s.  
Damage fee ...  
Expenses... 16s.

Date when A/c rendered 13 MAR 1960

Cont. Sheet

ort of HULL.

Continuation of Ship/Mchy. Report No. 04787. dated

11/3/59

on the S.S./M.S. "SPERO"

NOW DONE FOR GENERAL EXAMINATION FOR POSTPONEMENT OF E.S.

(See London letter 24/2/59 Classn.(H)).

The Main and Auxiliary Machinery, including the steering engine and the windlass, has been generally examined and tested under working conditions and found satisfactory.

The bilge pumping arrangements have been tested and found in good order.

The Chief Engineer states that prior to examination all the machinery has been operating satisfactorily.

The Electrical installation has been generally examined, megger tested, repaired where necessary and left in good order.

It is recommended that the Engine Special Survey be postponed for 12 months and in my opinion this merits the favourable consideration of the Committee.

*[Signature]*

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