

13 MAR 1959

16 MAR 1959

Rpt. 9

Date of writing report 11/3/59.

Received London

Port HULL

No. 64787

Survey held at Hull

No. of visits 8

First date 5/2/59

Last date 11/3/59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 80206 Name S.S. "SPERO" Gross tons 1580 Date of build 1922.

Owners Ellerman's Wilson Line, Ltd. Managers - Port of Registry Hull.

Engines made Hul. By Earle's Co. Ltd. Type Triple Expansion.

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. 225 lb.

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

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey D.S. MBS, TSOG, General Exam. \*100A1 3,58 \*LMC 11,54

Was Damage Report issued? No. Int. Cert. Yes. s.s. (Dr) 8,50 MBS 3,58

Last Report (For Head Office only) Hul. 3,55 TSOG 12,55 SPS 3,55

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 Close fit. Oil Glands Good. Suctions only, Sea Connections Good. Fastenings Good. Has Screwshaft been drawn? Yes. Date of Examination 25/2/59. Has Shaft been changed? No. Has Shaft now fitted been previously used? No. Has Shaft now examined/fitted a continuous liner? No. Approved oil gland? Yes.

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

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

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

MAIN ENGINE DRIVEN PUMPS

30 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 and have fresh record of MBS 3,59 now, and TSOG (with date) subject to tailshaft in way of Cedarwall gland being specially examined before the end of February, 1960 (12 mos. limit).

Date of Committee TUESDAY 7 APR 1959

Decision MBS 3,59 subject (ITS record withheld)

Printed in England

Noted for Header



003401-003408-0028 1/2

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		l Generators & Governors
b	Exciters		m Motors
c	Air Coolers		n Switchboards & Fittings
d	Motors		o Circuit Breakers
e	Air Coolers		p Cables
f	Control Gear, Cables, etc.		q Insulation Resistance
g	Insulation Resistance		r Steering Gear Generators and Motors
h	Insulating Oil Test		s Navigation Light Indicators
i	Overspeed Governors		
j	Magnetic Couplings		
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.  
 Boiler Securing Arrangements..... Good.  
 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)

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

Date when A/c rendered... 13 MAR 1959

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.

*[Handwritten signature]*