

Rpt. 9

Date of writing report

Survey held at

WRECK
SECTION

Received London

No. of visits

WRECK
SECTION

No.

Port

Liverpool.

No.

152272.

First date

17. 7. 59.

Last date

20. 7. 59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 80318

Name M.V.

"STAFFORDSHIRE"

Gross tons 10018

Date of build

1929 1

Owners Bibby Line Ltd.

Managers

Port of Registry

Liverpool

Engines made 1929

By

Fairfield S.B. & E. Co. Ltd.

Type

2SA each 8Cy. Sulzer

No. of Main Engines 2

No. of Screws

2

No. of Main Boilers

W.P.

1db

No. of Aux./Donkey Boilers

W.P.

1201b

Surveyed Afloat or in Dry Dock

Afloat.

Nature of Survey

D.B.S.

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	+LMC
SS. (Dr)	CS
Bkn (P)	BS.
	TS.
	CLp&s
10,58	11,58
10,53	6,58
10,57	10,57

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

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

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 manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is eligible

in my opinion to remain as classed with fresh record of D.B.S. 7.59.

Date of Committee

LIVERPOOL - 5 AUG 1959

Decision

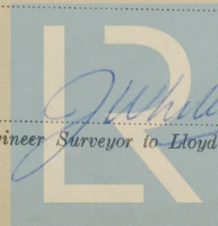
152272

Co.

40m, 4.57. T. (MADE AND PRINTED IN ENGLAND)

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping



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Lloyd's Register
Foundation

603444-003444-0084

