

DEC 1959

Rpt. 9
Date of writing report 23.11.59
Survey held at Aden
Received London
No. of visits Four
Port Aden
First date 31.10.59
Last date 14.11.59
No. 2818

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 18870 T.S.S. Tug "LAHEJ"
Owners P. & O. Steam Nav. Co. Managers -
Engines made Bel By Harland & Wolff Ltd.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers 2 W.P. 160 lb
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey D.S.; Adv. C.S. & Comm. SPS.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Gross tons 283 Date of build 9-1927
Port of Registry Greenock
Type T 6Cy

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+LMC
tug	E 12-55
	B M 6-59
SS(Dr) 4-51 12-55	TS(CL)p&s 12-56
D 11-58	OF 9-27

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.

Has a Survey also been held on Ship? YES
If so, is the Report sent now, or when will it be sent? NO

- DOCKING Propellers good Wear Down of Stern Bushes not taken ~~XXXXXX~~ Sea Connections
Fastenings good Has Screwshaft ~~XXXXXX~~ been drawn? no Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? ~~XXXXXX~~
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 is eligible, in my opinion, to remain as classed with fresh record of C.S. (with date) and SPS (with date) when the surveys have been completed subject to the present conditions of class being dealt with as previously recommended but without further condition regarding the port propeller.

Date of Committee TUESDAY - 5 JAN 1960
Decision

Notes for Header

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Duplex air pump (centre aft), Inboard feed pp (ssf). - 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) 12 K.W. steam generator engine (ss) - good.
Forced draught fan engine (ps BR) - good.

		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 AUXILIARY, DONKEY or PRESS

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 Part - good - copper - tested.(400 lbs) Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? yes

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)

Minor wear and tear repairs effected to auxiliary machinery.

To complete the steam pipe survey the following remains to be done :-

All copper steam pipes over 3" internal diameter, with the exception of the first length (p&s) from manoeuvring to bulkhead stop valves, to be annealed examined internally and tested.

The Owner's Superintendent stated that this survey will be advanced as the opportunity occurs.

SRL Item. "Port propeller to be examined and dealt with as necessary at next Special Survey". (Please see also Aden Rpt.9 No.2427).

Propeller specially examined and blade tips found to be only slightly out of true position. It was stated that the blades had previously been straightened and that the running efficiently of the vessel had in no way been impaired since this damage was first discovered.

It is therefore recommended that this item be deleted from the Special Reasons List. Propeller considered to be in an efficient condition.

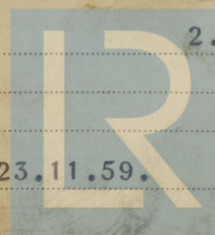
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Survey fees ... Adv. C.S. £15.0.0.

Damage fee ...

Expenses... 2.0.

Date when A/c rendered 23.11.59.



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