

Rpt. 9

Date of writing report 17.2.61. Received London Port Liverpool. No. 156135
 Survey held at Liverpool. No. of visits 4 First date 13.1.61. Last date 7.2.61.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 83963 S.S. "TRADER" Gross tons 6089 Date of build 1940 12
 Owners Charente S.S. Co. Ltd. Managers T. & J. Harrison Ltd. Port of Registry Liverpool

Engines made 1940 By D. Rowan & Co. Ltd. Type T 3Cy.

No. of Main Engines 2 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 DB W.P. 210lb Spt.

No. of Aux./Donkey Boilers 1db W.P. 120lb

Surveyed Afloat or in Dry Dock Both

Nature of Survey Dkg., M.B.S., D.B.S.

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

Last Report (For Head Office only)

Hull	Machinery
*100A1 2,60	*LMC 9,58
SS 9,58	BS M 12,59
	d 12,59
	TS CL 5,59
	s.p.s. 9,58
	OF12/53 ND

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 3/16 Oil Glands Sea Connections
 Fastenings Good Has Screwshaft Tubeshaft 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? 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

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed and have fresh records of M.B.S. 2,61 and D.B.S. 2,61.

Date of Committee LIVERPOOL 28 FEB 1961

Decision MBS 2.61 DBS 2.61

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, and Air Gap.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Both Good.
Port 13.1.61. Starboard 25.1.61.
Superheaters Good
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to Sat. 210 lbs/psi. Spt. 210 lbs/psi.
Boiler Securing Arrangements Good
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to Yes
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes 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)
Repairs (Wear and Tear)
Approximately 90 plain tubes in the lower rows of the port boiler renewed at Owners instigation.
The donkey boiler was found generally pitted in the water space.
Six selected plain tubes removed from the donkey boiler to ascertain thickness in way of corrosion.
All considered satisfactory.

LEAVE THIS SPACE BLANK
Survey fees M.B.S 238-0-02 D.B.S 28-0-02
Damage fee
Expenses
Date when A/c rendered
23 FEB 1961
Lloyd's Register Foundation