

Rpt. 9

Date of writing report

4/5/56

Received London

15 MAY 1956

Port

Glasgow.

No.

85323

Survey held at

Grangemouth

No. of visits

5

First date

4/4/56

Last date

19/4/56

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B.

30531

Name M.V.

Yreguair.

Gross tons

565

Date of build

1939-5.

Owners

George Gibson & Co. Ltd.

Managers

Port of Registry

Leith.

Engines made

1939-5.

By

Atlas-Diesel - Stockholm.

Type

SA 564.

No. of Main Engines

No. of Screws

Records of Survey & Special Notations as per Register Book

No. of Main Boilers

W.P.

No. of Aux./Donkey Boilers

W.P.

Surveyed Afloat or in Dry Dock

Mist Dry Dock

Nature of Survey

CS. Dtg. Repairs

Was Damage Report issued?

No

Int. Cert.?

Yes

Last Report (For Head Office only)

Hull		Machinery	
+ 100 AI.	12/54.	+ LMC.	CS. 12/54.
SS. Lmh.	15/54.	OC.	12/53.
Reclassified.	3/47.		
NS.			
new fore part 47.		OIL ENGINE	

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* Oil Glands *Good* Sea Connections *Good*
Fastenings *Good* Has Screwshaft/Tubeshaft been drawn? *No* Date of Examination *12/54* 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? *No*

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 *Good*
7 Connecting Rods & Top Ends *Good*
8 Crankpins & Bearings *Good*
9 Journals & Bearings *Good*
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods *Good*
12 Connecting Rods & Top Ends *Good*
13 Crankpins & Bearings *Good*
14 Journals & Bearings *Good*
15 Levers

SCAVENGE BLOWERS
16
SUPERCHARGERS
17
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 *Bilge - Good.*
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this ship as now seen is in good condition and is eligible in my opinion to remain as classed with fresh record of CS, with date, on completion of the survey.

Date of Committee

GLASGOW

15 MAY 1956

Decision

As now

30m, 5, 54. T.

J. A. McIntyre
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

003698-003705-0072

9. 85323.

32 Essential Independent Pumps (Identify by position) *GS pump (port) & ballast pump (starboard) - 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) *Port (6 cyl. diesel) - Good (see below)*

PROPULSION		ELECTRICAL EQUIPMENT	
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 Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

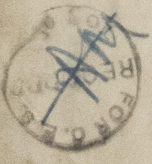
PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Now done: - Ship in dry dock; propeller, sea valves and their fittings examined and found good. Oil gland found tight.

Advancement of CS: Above items opened up and found or placed in good condition. Minor wear & tear repairs carried out.

The 6 cyl. generator engine, port side, removed and replaced by a new 6 cyl. diesel engine No 6616 MEG as per attached Certificate No SC 4758, Bristol. This engine has been satisfactorily installed and tried under working conditions.

Alterations. A 9 kW. 110 V. 82 A. 1500 r.p.m. generator No. 82 A 4160 of Compton Parkinson manufacture now installed on port side and arranged to be belt-driven from port auxiliary engine. Stated that this generator was removed some years ago from starboard side (driven by four-cylinder engine) and has been in condition. Due to shortness of time, this installation has not been subjected to electrical tests. Stated on behalf of Owners that this will be done at first opportunity.



24/5/56
J. H. H. H.
LEAVE THIS SPACE BLANK

Survey fees *CS £7.*
Repairs & Alters. *£6.*

Damage fee ...

Expenses... *£2/1d-*

Date when A/c rendered *15 MAY 1956*

