

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. *Yregnair* 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 5 by*

No. of Main Engines	No. of Screws	Records of Survey & Special Notations as per Register Book	
No. of Main Boilers	W.P.	Hull	Machinery
No. of Aux./Donkey Boilers	W.P.	+ 100 AI	+ LMC CS
Surveyed Afloat or in Dry Dock	<i>Must Dry Dock</i>	SS. Lamb	OC
Nature of Survey	<i>CS. Dtg. Repairs</i>	Reclassified	
Was Damage Report issued?	<i>No</i> Int. Cert.?		
Last Report (For Head Office only)		NS.	OIL ENGINE
		<i>new fore part 47.</i>	

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 *✓* Sea Connections *Good*
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 *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
 - 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 *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 capable in my opinion to remain as classed with fresh record of CS, with date, on completion of the survey.

Date of Committee *As now* Decision *As now* *15 MAY 1956*

30m. 5. 54. T. *GLASGOW 15 MAY 1956*
J. A. U. Sutcliffe
Engineer Surveyor to Lloyd's Register of Shipping



003698-003705-0072

Yes Now
Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

9. 85323.

- 32 Essential Independent Pumps (Identify by position) *CS 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	PORT	STARBOARD
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 fastenings 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 rpm. generator No. 8294160 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 diesel engine) and has been re-conditional. Due to shortness of time, this installation has not been subjected to electrical tests. Stated on behalf of Owners that this should be done at first opportunity.



Handwritten signatures and notes in the bottom left corner, including 'LLOYD'S REGISTER' and 'LEAVE THIS SPACE BLANK'.

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

Damage fee ...
Expenses... *£2/1d -*

Date when A/c rendered *15 MAY 1956*

