

WRECK SECTION

WRECK SECTION

No. \_\_\_\_\_

No. \_\_\_\_\_

Rpt. 9

Date of writing report 17.8.59

Received London 21 AUG 1959

Port LONDON

No. 140905

Survey held at London

No. of visits 2

First date 7.8.59

Last date 14.8.59

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19899 Name M.V. "LOUGH FISHER" Gross tons 994 Date of build 2-1950

Owners Seaway Coasters Ltd. Managers James Fisher & Sons Ltd. Port of Registry Barrow.

Engines made 1950 By Mirrlees, Bickerton & Day, Stockport Type 4SA 6cyl. Oil Eng.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat

of Survey Cond. of Class.

Damage Report issued? No Int. Cert.? Yes

Report (For Head Office only) 3852 BRW

Records of Survey & Special Notations as per Register Book

| Hull   | Machinery |
|--------|-----------|
| *100A1 | *LMC. CS. |
| s.s.   | TS(OG)    |
|        | Oil Eng.  |

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 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.

1. Working Propellers ..... Wear Down of Stern Bushes ..... Oil Glands ..... Sea Connections .....

2. Mastenings ..... Has Screwshaft Tubeshaft been drawn? ..... Date of Examination ..... Has Shaft been changed? .....

3. Has Shaft now fitted been previously used? ..... Has Shaft now examined/fitted a continuous liner? ..... Approved oil gland? .....

4. MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

5. Cyls., Covers, Pistons & Rods .....

6. Valves & Gears .....

7. Connecting Rods, Top Ends & Guides Side Centre

8. Crankpins & Bearings Side Centre

9. Journals & Bearings .....

10. MAIN ENGINE DRIVEN AIR COMPRESSORS

11. Cyls., Covers, Pistons & Rods .....

12. Connecting Rods & Top Ends .....

13. Crankpins & Bearings .....

14. Journals & Bearings .....

15. Coolers & Safety Devices .....

16. MAIN ENGINE DRIVEN SCAVENGE PUMPS

17. Cyls., Covers, Pistons & Rods .....

18. Connecting Rods & Top Ends .....

19. Crankpins & Bearings .....

20. Journals & Bearings .....

21. Levers .....

22. SCAVENGE BLOWERS

23. SUPERCHARGERS

24. MAIN TURBINES

25. Casings, Rotors, Blading, Bearings & Thrusts .....

26. EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

27. STEAM COMPRESSORS

28. CLUTCHES & HYDRAULIC COUPLINGS

29. REDUCTION GEARING

30. THRUST BLOCKS, SHAFTS & BEARINGS

31. INTERMEDIATE SHAFTS & BEARINGS

32. HOLDING DOWN BOLTS & CHOCKS

33. CONDENSERS (MAIN & AUX.)

34. STEAM RE-HEATERS

35. DE-SUPERHEATERS

36. STOP & MANOEUVRING VALVES

37. MAIN ENGINE DRIVEN PUMPS

38. CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel as now seen is in good

working condition and eligible in my opinion to remain as classed without fresh record of

survey and without special condition of class respecting the Main Engine No.1 unit actuating

lever, but subject to any outstanding conditions of class being dealt with as previously

recommended.

THURSDAY - 3 SEP 1959

Date of Committee

Decision AS now

Noted for Header

© 2021  
 J.C. EDWARDS  
 Engineer Surveyor to Lloyd's Register of Shipping  
 Foundation  
 003712-003719-0050

If certificate is required state where to be sent.

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).....

| PROPULSION                       |           | ELECTRICAL EQUIPMENT                       |           |
|----------------------------------|-----------|--|-----------|
| PORT                             | STARBOARD | PORT                                       | STARBOARD |
| a Generators .....               | .....     | AUXILIARY EQUIPMENT                        |           |
| b Exciters .....                 | .....     | l Generators & Governors.....              | .....     |
| c Air Coolers .....              | .....     | m Motors .....                             | .....     |
| d Motors.....                    | .....     | n Switchboards & Fittings.....             | .....     |
| e Air Coolers.....               | .....     | o Circuit Breakers.....                    | .....     |
| f Control Gear, Cables, etc..... | .....     | p Cables.....                              | .....     |
| g Insulation Resistance.....     | .....     | q Insulation Resistance.....               | .....     |
| h Insulating Oil Test.....       | .....     | r Steering Gear Generators and Motors..... | .....     |
| i Overspeed Governors.....       | .....     | s Navigation Light Indicators.....         | .....     |
| 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)

CONDITION OF CLASS:- "The class of the vessel is subject to the No.1 actuating lever being renewed on ship's arrival at Avonmouth, where she is proceeding via Montyluoto/Finland, but not later than August, 1959". See Hamburg Report of July, 1959 for details.

NOW DONE:- A new actuating lever supplied by the engine builders now fitted to the No.1 unit. On completion of repairs, an engine trial was held and all found in good working condition.

It is recommended that the condition of class respecting the No.1 unit actuating lever be deleted.

LEAVE THIS SPACE BLANK

*[Handwritten signature]*

Survey fees Cond. of Class £6.0.0.

Damage fee ... 5.0.

Expenses... ..

Date when A/c rendered.....

130