

The class is subject to the starboard LP cylinder foot and air pump chamber being examined by 2,54 and both main circulating pump casings being renewed before the end of 6,54. 2 E

18 MAR 1954

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME "LIVERPOOL" REPORT Gen No. 19749

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/52.)

Survey ~~COMPLETION OF~~ SPECIAL SURVEY OF ENGINES AND BOILERS

This Survey, due 7,54 <sup>now</sup> ~~partly~~ held, & screwshafts examined. ~~now~~  
completed, and the following repairs carried out (due to wear & tear):-

Port and starboard crankshafts lifted, alignment checked, thrust collars, all crosshead pins, piston rods and valve spindles skimmed. Both main circulating pump casings renewed and the starboard LP cylinder foot and air pump chamber examined and found satisfactory. The Surveyors recommend the repairs to the two latter items be now considered as permanent but it is considered that an Endorsement 'B' should be recorded as follows:- "Starboard air pump chamber repaired by Metalock".

It is submitted the vessel is eligible to remain as classed, with notation of LMC 12,53 as recommended, without special  
Port ~~Both~~ S 11,53 (JOINTED LINER) condition but with Endorsement 'B'.  
STD S.C.L. 11.53

Note for RB:- SPS 12,53

Note for SRL:- Endorsement 'B' as above.

17.3.54.

The Surveyors should be requested to forward a Forging Certificate in respect of the new starboard generator crank shaft now fitted.

It is concluded the Surveyors are in error in stating that the screw shafts have continuous liners (see SRL) since, according to the records in this Office, the liner of the port screw shaft is jointed whilst that of the starboard is continuous. This conclusion should, however, be confirmed.



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