



- 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).....

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

Main Economisers..... Steam Generator Safety Valves Adjusted to.....

Steam Heated Steam Generators..... Forced Circulating Pumps.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Funnel.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....

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)

Attended on board at Owners Agents request on account of defective Main Engine Main bearings. Interim Certificate issued at Visagapatam on 12th Aug. 1960 stated that vessels class was subject to the main engine, main bearings being specially examined and dealt with as necessary at Singapore - The vessels speed not to exceed 45 RPM meantime. The Owners Representative stated that the vessel was proceeding to Hong Kong to be scrapped.

**NOW DONE:-**

Main engine crankshaft lifted, the main bearings cleared up and oil grooves re-cut and the crankshaft re-aligned by fitting liners under the main bearing lower halves.

Satisfactory engine trial held on completion and it is therefore submitted that this vessel may complete her voyage to Hong Kong without speed restriction.

LEAVE THIS SPACE BLANK

Survey fees Eng. Repair \$400

Damage fee .....

Expenses... ..

Late Fee \$ 60

Launch Hire \$ 10.

Date when Alc rendered 1/9/60



© 2021

Lloyd's Register Foundation