

3 NOV 1958

Rpt. 9

Date of writing report 31.10.58.

Received London

Port SOUTHAMPTON.

No. 2547

Survey held at SOUTHAMPTON.

No. of visits 7

First date 16.10.58.

Last date 30.10.58.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 84642 Name S.S. "WAVE KING".

Gross tons 8159 Date of build 1944.

Owners The Admiralty.

Managers

Port of Registry LONDON.

Engines made 1944. By Parsons Marine S. Turb. Co. Ltd.

Type D.R. Geared Steam Turbines.

No. of Main Engines 2 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. 460 lbs. Spt.

No. of Aux./Donkey Boilers 2 W.P. 180 lbs. 450 lbs.

Surveyed Afloat or in Dry Dock Both.

Nature of Survey MBS and DS.

Was Damage Report issued? - Int. Cert. Yes.

Last Report (For Head Office only)

Hull		Machinery	
100 Al		LMC	
carrying petroleum in		CS	11-56
bulk.		MBS	11-57
S.S. (Dr). SHL	11-56	DBS	11-57
D.S.	11-57	TS (CL).	11-57
		SPS	11-56

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 0.125" Oil Glands - Part 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

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

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

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

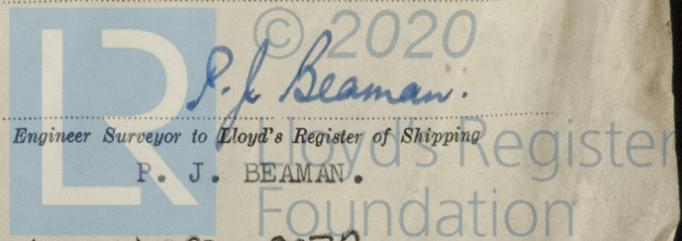
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in good and safe working condition and eligible in my opinion to remain as classed with fresh record of MBS 10-58 and DBS 10-58 now.

THURSDAY 27 NOV 1958

Date of Committee

Decision MBS 10.58 DBS 10.58

Noted for Header



004076-004083-0078

If so, is the Report sent now, or when will it be sent?

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)

ELECTRICAL EQUIPMENT

PROPULSION	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 Port and Starboard. Internally - 21.10.58. - Good.

AUXILIARY DONKEY or PRESS Port - Internally - 17.10.58. Good.
Starboard - Internally - 28.10.58. - Good.

Superheaters Good.

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to Sat. 460 lbs.
Spt. 450 lbs.

Boiler Securing Arrangements Good.

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? Yes. Forced Circulating Pumps -

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

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)

Part sea connections examined were:- high and low main inlet valves and main condenser overboard discharge valve.

Port donkey boiler safety valves removed ashore for adjustment of lip clearances. Same tested in repair shop and found satisfactory. Later found satisfactory when adjusted under steam.

LEAVE THIS SPACE BLANK

Survey fees ...

M.B.S. £28..0..0.

D.B.S. 16..0..0.

Repairs. 3..0..0.

Damage fee ...

Expenses... ..

Date when A/c rendered