

Rpt. 9

Date of writing report September 29, 1961 Received London Port HALIFAX, N. S. No. 7947  
Survey held at HALIFAX, N. S. No. of visits 3 First date 25/9/61 Last date 27/9/61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19963 Name S.S. T.S. "LIVERPOOL ROVER" Gross tons 4454 Date of build 12 - 1929  
Owners Bowater Steamship Co. Ltd. Managers Port of Registry Liverpool  
Engines made 1929 By Earle's Co. Ltd. Type T. 6 Cyl.  
No. of Main Engines 2 No. of Screws 2 Records of Survey & Special Notations as per Register Book  
No. of Main Boilers 2 S.B. W.P. 180 (SB(P)180)  
Aux./Donkey Boilers W.P.  
ed Afloat or in Dry Dock Dry dock  
of Survey Broken port tailshaft  
amage Report issued? NO Int. Cert.? YES  
Report (For Head Office only)

Hull	Machinery
*100 A1	* LMC
S.S. 4/57	E.S. 4/57
(DR.) 5/53	MBS 4/61
Docked 6/61	CL P. 12/59
	S. 5/59
	SPS 5/59

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.

WORKING Propellers GOOD (See Rpt.) Wear Down of Stern Bushes See below Oil Glands Sea Connections  
enings GOOD Has Screwshaft Tubeshaft been drawn? See Rpt. Date of Examination Port. 25/9/61 Has Shaft been changed? Port YES  
Shaft now fitted been previously used? YES Has Shaft now examined/fitted a continuous liner? \* Approved oil gland?  
IN ENGINES (Recip. Steam or I.C.) PORT: Tube shaft 0.060" STARBOARD  
s, Covers, Pistons & Rods A Bracket - Rewooded 0.060"  
ves & Gears  
necting Rods, Side  
Ends & Guides Centre STARD. Not recorded.  
nkpins & Side  
rings Centre \* The reconditioned tube and screwshafts now fitted have bronze liners on each shaft and the portion of each shaft exposed to sea water, clear of the couplings, is protected by Neoprene covering.  
rnals & Bearings  
IN ENGINE DRIVEN AIR COMPRESSORS  
s, Covers, Pistons & Rods  
necting Rods & Top Ends  
nkpins & Bearings  
rnals & Bearings  
lers & Safety Devices  
IN ENGINE DRIVEN SCAVENGE PUMPS  
s, Covers, Pistons & Rods  
necting Rods & Top Ends  
nkpins & Bearings  
rnals & Bearings  
vers  
AVENGE BLOWERS  
PERCHARGERS  
AIN TURBINES  
sings, Rotors, Blading, Bearings & Thrusts

CHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
EAM COMPRESSORS  
UTCHES & HYDRAULIC COUPLINGS  
EDUCTION GEARING  
HRUST BLOCKS, SHAFTS & BEARINGS  
VTERMEDIATE SHAFTS & BEARINGS  
OLDING DOWN BOLTS & CHOCKS  
ONDENSERS (MAIN & AUX.)  
TEAM RE-HEATERS  
E-SUPERHEATERS  
TOP & MANŒUVRING VALVES  
IAIN ENGINE DRIVEN PUMPS  
RANKCASE DOORS & EXPLOSION RELIEF DEVICES  
PINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this ship is eligible, in my opinion, to remain as classed and to have the record of T.S. C.L. P. 9/61, subject as previously recorded, to the port main boiler not being used until being further examined and repaired.

Date of Committee Decision  
TUESDAY 31 OCT 1961  
Deferred for ES  
but assign Port TS 9. 61  
Subject  
Noted for Header  
Lloyd's Register  
Engineer Surveyor to Lloyd's Register of Shipping  
(L. M. MATHERS)



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	
		STARBOARD	AUXILIARY EQUIPMENT
PROPULSION	PORT		
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

Exhaust Gas Heated Economisers

Main 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)

DAMAGE to the port propeller shaft, alleged to have been sustained by propeller striking a submerged object on 22nd September, 1961 during a voyage from Whycocomagh, N.S. to Liverpool, N.S. loaded with a cargo of pulp wood. Vessel entered Halifax as a Port of Refuge and was placed in Halifax Shipyards floating drydock with pulp wood cargo on board.

FOUND: Port propeller shaft broken in way of the fillet of the coupling joining the tube shaft at the end of screwshaft. Port screwshaft and propeller missing, and lignum vitae in A bracket damaged. Broken screwshaft coupling has remained firmly bolted to exposed tube shaft coupling and no slack.

NOW DONE: Existing tube shaft removed together with A bracket sternbush. Line put through stern bearing and A bracket and alignment found in order. Owners' reconditioned spare tubeshaft screwshaft, stamped: Recon. Hfx. 9/60 LLOYD'S 23/9/60 Hfx. examined and found in order.

A bracket bronze bush rewooded and bored to suit liner of reconditioned screwshaft. Recon. screwshaft fitted to Owners' spare 4 bladed bronze propeller and A bracket bush and screwshaft, and propeller fitted in ship. New stainless steel propeller nut cone.

Vessel's old tubeshaft tested in lathe and found in order. Replaced in vessel. shaft. Coupling and bolts of the tube and screwshaft on starboard side spare shaft and found in order. Certificate covering reconditioned shaft and photo enclosed herewith.

Survey fees

Damage fee

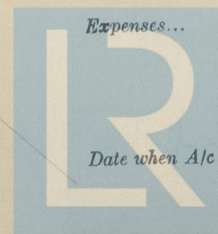
Expenses...

Date when A/c rendered

\$120.00

10.00

Sept. 29, 1961



Lloyd's Register  
Foundation