

13. Oct. 1961

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 ~~XXX~~ 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. -

Kept Afloat or in Dry Dock Dry dock

Result of Survey Broken port tailshaft

Damage 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

Revolutions 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?

MAIN ENGINES (Recip. Steam or I.C.) PORT: Tube shaft 0.060" STARBOARD

Covers, Pistons & Rods A Bracket - Rewooded 0.060"

Shafts & Gears

Connecting Rods, Ends & Guides Side: STARD. Not recorded.

Wankpins & Rings Side: * 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.

Centres & Bearings

IN ENGINE DRIVEN AIR COMPRESSORS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Wankpins & Bearings

Centres & Bearings

Valves & Safety Devices

IN ENGINE DRIVEN SCAVENGE PUMPS

Covers, Pistons & Rods

Connecting Rods & Top Ends

Wankpins & Bearings

Centres & Bearings

Valves

SCAVENGE BLOWERS

RECHARGERS

MAIN TURBINES

Centres, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

FLANGES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

LOCKING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

WATER-SUPERHEATERS

TOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

Have Main Engines been tested working and manoeuvring?

RANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION 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

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L. M. MATHERS
Engineer Surveyor to Lloyd's Register of Shipping

004153-004159-0062

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..... 40 Auxiliary.....
- 39 Air Receivers & Safety devices—Main.....
- 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		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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 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)

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 tube shaft 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. Reconditioned screwshaft fitted to Owners' spare 4 bladed bronze propeller and A bracket bush and propeller fitted in ship. New stainless steel propeller nut cone fitted to Owners' spare propeller. Vessel's old tube shaft tested in lathe and found in order. Replaced in vessel. Coupling and bolts of the tube and screwshaft on starboard side spare shaft. Certificate covering reconditioned shaft and photo of same enclosed herewith.

LEAVE THIS SPACE BLANK

Survey fees

Damage fee \$120.00

Expenses..... 10.00

Date when A/c rendered..... Sept. 29, 1961

