

WRECK SECTION

REC'D NEW YORK SEP 27 1957

Rpt. 9

Date of writing report 2. 9. 57  
Survey held at Willemstad, Curacao. N.A.

No. Received London 174 OCT 1957

Port No. 5230  
First date and Last date 1. 9. 57

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33312 S.S. Name ~~WAVE~~ "WAVE CONQUEROR"  
Owners The Admiralty Managers  
Engines made 1944 By Richardsons, Westgarth  
No. of Main Engines 1 No. of Screws 1  
Main Boilers 2 w.p. 490 lbs.  
Aux./Donkey Boilers 2 w.p. 180 lbs.  
Type 2 steam turbines  
Gross tons 8127 Date of build 4/1944  
Port of Registry London

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100AL	1,57	+LMC CS	2,57
ss. Shl. (Dr)	1,57	MB	2,57
Carrying Petroleum in bulk.		DB	2,57
		CL	11,56
		sps	2,57

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 finishing 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.

CRANKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections  
Bearings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?  
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  
Covers, Pistons & Rods  
Cylinders & Gears

Connecting Rods (Side Centre)  
Crankpins & Crankwebs (Side Centre)  
Crankpins & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS  
Covers, Pistons & Rods  
Connecting Rods & Top Ends  
Crankpins & Bearings  
Crankpins & Bearings  
Valves & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS  
Covers, Pistons & Rods  
Connecting Rods & Top Ends  
Crankpins & Bearings  
Crankpins & Bearings  
Valves

SCAVENGE BLOWERS  
RECHARGERS

MAIN TURBINES  
Covers, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
STEAM COMPRESSORS

COUPLERS & HYDRAULIC COUPLINGS  
REDUCTION GEARING

CRANK BLOCKS, SHAFTS & BEARINGS  
INTERMEDIATE SHAFTS & BEARINGS

LOADING DOWN BOLTS & CHOCKS  
CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS  
SUPERHEATERS

STEERING & MANOEUVRING VALVES  
MAIN ENGINE DRIVEN PUMPS

WATER TANK CASE DOORS & EXPLOSION RELIEF DEVICES  
UNION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is eligible in my opinion to be retained as now classed without fresh record of survey and subject to main engine main gear wheel and pinions being re-examined and renewed before the end of March 1958 and to all other conditions attached to vessel's class as previously recommended.

Date of Committee THURSDAY 24 OCT 1957  
Decision As now subject  
Noted for Header  
Lps How. 2.2.57

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W. J. Jones  
Engineer Surveyor to Lloyd's Register of Shipping  
Lloyd's Register Foundation

004275-004284-0244

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*) .....

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PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	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 .....

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? ..... 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*)

At request of Owners Representative and as per instructions contained in letter from London, dated 21st August 1957, attended on board to examine main engine main gear wheel and pinions, on account of six months limit after machining off forward half of main gear wheel teeth.

All examined at this time and found to be satisfactory for another six months.

LEAVE THIS SPACE BLANK

Survey fees ... Fls. 100.00

Damage fee ...

Expenses ... 5.00

Sunday Fee ... 44.00

Date when A/c rendered .....



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