

Rpt. 9 /R. 2 OCT 1958

Date of writing report Received London Port No. 115602
Survey held at North Shields No. of visits 18 First date 1-8-58 Last date 20.9.58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33315 Name "WAVE GOVERNOR" Gross tons 8190 Date of build 3 - 1945
 Owners The Admiralty Managers - Port of Registry London
 Engines made 1945 By Richardson Westgarth Type Steam Turbine D.R.
 No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 2 W.P. 490Lb. 475Lb. Spt
 No. of Donkey Boilers 2 W.P. 180Lbs.
 Surveyed Afloat or in Dry Dock Both
 Nature of Survey MBS, Comp. of CS, DBS, TS.
 Was Damage Report issued? No Int. Cert.? Yes
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book	
Hull	Machinery
H100 A.1.	LMC
S.S. 5.54 Gls.	C.S. 12.54
D.S. 6.57	M 7.57 d 7.57
	T.S. 9.55
	sps 5.54

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 Rewooded Oil Glands - Sea Connections Good
 Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 15-7-58 Has Shaft been changed? No
 Has Shaft now fitted been previously used? Has Shaft now examined a continuous liner? Yes Approved oil gland? No
 MAIN ENGINES (Main Engines) ~~XXXX~~ ~~XXXX~~ ~~XXXX~~
 1 Cyls., Covers, Pistons & Rods Good
 2 Valves & Gears Good
 3 Connecting Rods, Top Ends & Guides Side Good Centre Good
 4 Crankpins & Bearings Side Good Centre Good
 5 Journals & Bearings Good
 MAIN ENGINE DRIVEN AIR COMPRESSORS
 6 Cyls., Covers, Pistons & Rods Good
 7 Connecting Rods & Top Ends Good
 8 Crankpins & Bearings Good
 9 Journals & Bearings Good
 10 Coolers & Safety Devices Good
 MAIN ENGINE DRIVEN SCAVENGE PUMPS
 11 Cyls., Covers, Pistons & Rods Good
 12 Connecting Rods & Top Ends Good
 13 Crankpins & Bearings Good
 14 Journals & Bearings Good
 15 Levers Good
 SCAVENGE BLOWERS
 SUPERCHARGERS
 MAIN TURBINES
 16 Casings, Rotors, Blading, Bearings & Thrusts H.P. - Good
 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
 STEAM COMPRESSORS
 CLUTCHES & HYDRAULIC COUPLINGS
 REDUCTION GEARING Good
 THRUST BLOCKS, SHAFTS & BEARINGS Good
 INTERMEDIATE SHAFTS & BEARINGS Good
 HOLDING DOWN BOLTS & CHOCKS Good
 CONDENSERS (MAIN & AUX.) Both Good (Tested)
 STEAM RE-HEATERS
 DE-SUPERHEATERS
 STOP & MANOEUVRING VALVES Good
 MAIN ENGINE DRIVEN PUMPS
 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS
 The machinery of this vessel, so far as now seen, is in safe working condition and eligible in my opinion to remain as now classed with fresh record of C.S. 9.58, MBS 9.58, DBS. 9.58 T.S.(C.L.) 8.58

Date of Committee THURSDAY 6 NOV 1958
 Decision 28.9.58
 T.S. 8.58 MBS 9.58 DBS 9.58

Main Circ. Pump: Aux. Circ. Pump: G.S. Pump: Both Aux. Feed Pumps: Both L.O. Pumps: Starboard F.O. Trans. Pump: Both Main & both Aux. F.O. Unit Pumps: Ballast Pump: Fire & Bilge Pump: Both Main Feed Pumps:

33 Essential Independent Pumps (Identify by position) **Good**

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? **Yes including air ejector.**

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service) **Main & aux. F.O. unit: feed-Good (Tested)**

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main

40 Oil Fuel Tanks (Not forming part of hull structure)

41 Evaporators **Good**

43 Have Evaporator Safety Valves been tested under steam? **Yes**

44 Steering Machinery **Good**

45 Windlass **Good**

46 Fire Extinguishing Arrangements **Good**

AUXILIARY ENGINES (Identify by position)

Both main and both auxiliary forced draught fan engines—good.

PROPULSION

PORT

STARBOARD

ELECTRICAL EQUIPMENT

AUXILIARY EQUIPMENT

a Generators

l Generators & Governors **Good**

b Exciters

c Air Coolers

d Motors

m Motors

e Air Coolers

f Control Gear, Cables, etc.

n Switchboards & Fittings **Good**

g Insulation Resistance

o Circuit Breakers **Good**

h Insulating Oil Test

p Cables **Good**

i Overspeed Governors

q Insulation Resistance **Good**

j Magnetic Couplings

r Steering Gear Generators and Motors **-**

k Air Gap

s Navigation Light Indicators **Good**

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN **Both Good 7-7-58**

AUXILIARY, DONKEY or PRESS **Both Good 7.7.58**

Superheaters **Good**

Safety Valves **Good**

Mountings, Doors & Fastenings **Good**

Safety Valves Adjusted to **490Lbs.**

475Lbs.

Boiler Securing Arrangements **Good**

Main Economisers **Good**

Exhaust Gas Heated Economisers

Steam Heated Steam Generators **Steam Generator Safety Valves Adjusted to**

Yes - Good

Wear 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? **Good**

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)

Tailshaft liner skimmed in way of bush.

Propeller found wasted in way of blades. New propeller now fitted, tailshaft tried with and without the key and found a good fit.

New propeller stamped:- L.R. 21.1.44 L.T. London 12.11.57

Surface 1218sq.Ft. Pitch 14'-3" Diam. 18'-0"

MAIN ENGINE:-

H.P. rotor, H.P. & L.P. primary pinions, and secondary pinions sent to Parsons Marine for reconditioning. See attached Report 10 No. 63373

Vessel undocked 8.57.

Survey fees **Part C.S. £50 - 0 - 0**

M.B.S. £28 - 0 - 0

D.B.S. £16 - 0 - 0

Damage fee **Elect. Equip. £15 - 0 - 0**

T.S. £7 - 0 - 0

Sunday FEE £5 - 5 - 0

F X P S. £15 - 0 - 0

Date when A/c rendered

© 2020

Lloyd's Register Foundation