

Rpt. 9 /R. 12 JUN 1956  
Date of writing report 3-6-56 Received London 17 Port 113454  
Survey held at North Shields No. of visits 17 First date 26-4-56 Last date 1-6-56

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 06508 Name M.V. "CLYDEFIELD" Gross tons 11163 Date of build 1953-1  
Owners Eden Tankers Ltd. Managers Hunting & Sons Ltd. Port of Registry Newcastle  
Engines made 1953 By Harland & Wolff Ltd. Glasgow Type Oil Eng. 2 SA 6 CY 750x1500mm B&W  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers W.P.  
No. of Donkey Boilers 2 W.P. 180lbs.Sq.  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey Part +LMC (CS) Dkg. & Alterations  
Was Damage Report issued? Int. Cert.?  
Last Report (For Head Office only)

Hull		Machinery	
+100 A.1.		+LMC	
DKG.	5.55	ND	1.53
		Engs. N	1.53
		T.S.C.I.	9.55
Carrying Petroleum in Bulk			

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 732" 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 (Reciprocating) PORT STARBOARD  
1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides Side No. 1 Good  
Centre Nos. 2 and 5 Good  
4 Crankpins & Bearings Side Nos. 2 and 4 Good  
Centre  
5 Journals & Bearings Nos. 4 and 6 Good  
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? Yes

## OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is in safe working condition, eligible in my opinion to remain as now classed with fresh record of +LMC (CS) when the survey has been completed.

Date of Committee THURSDAY - 5 JUL 1956  
Decision As above (with time.)



32 Essential Independent Pumps (Identify by position) Inboard jacket cooling pump, good. Centre lub. oil pump, good. After feed pump, good. Fuel Oil transfer pump, good.

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 Both good & tested. 37 Heaters (state service) Inboard Good and coolers tested.

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main Ford. Good. 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 Port Good. 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

After Fan Engine, Good After Steam Generator Good.

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			i 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)

REPAIRS WEAR AND TEAR:-

MAIN ENGINE:- Nos. 2 and 4 side rod bottom ends, white metal found loose and hammered out, top and bottom halves remetalled.

After fan engine new piston valve fitted.

PART SEA CONNECTIONS OPENED OUT:- Main high injection, main low injection, all pump room valves, emergency fire pump suction, ballast pump suction, G.S. pump suction, Butterworth suction, evaporator blow down cock.

ALTERATION:- The main engine of this vessel has been adapted for the burning of heavy viscosity fuel oil. In connection with this the Owners have installed two fuel oil heaters, marked as follows:- 31543 and 31544 Lloyd's Test 450Lbs.Sq" 24-2-56 DV NWC Certificate attached.

Also fitted are two fuel valve cooling pumps, marked as follows:- NCJ 16-3-56 Hull, Certificate attached.

The installation of all steam pipes, fuel oil pipes, heaters, separators and storage tanks, comply with the Rule requirements.

Main engine tested under working conditions and proved to be in good order.

Part \*LMC CS £20 - 0 - 0  
Alteration £15 - 0 - 0

SUNDAYATT 5.5.0  
EXP 3.0

Damage fee

Expenses...

Date when A/c rendered



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