

Rpt. 9

Date of writing report 20-8-56.

Received London

Port BELFAST.

No. 16175

Survey held at BELFAST

No. of visits 20 AUG 1956

First date 17.8.56.

Last date 17.8.56.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 61966 S.S. "GREYPOINT"
Owners BELFAST, MERSEY & MANCHESTER S.S. CO. LTD. Managers ✓
Engines made 1928 By CALEDON S.B. & E. CO. LTD. Type T.S.C.
No. of Main Engines ONE No. of Screws ONE
No. of Main Boilers TWO W.P. 185 LBS/0"
No. of Aux./Donkey Boilers ONE W.P. 100 LBS/0"
Surveyed Afloat or in Dry Dock AFLOAT
Nature of Survey COMPLETION D.B.S.
Was Damage Report issued? No. Int. Cert.? No.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS*	6,56
S.S. LIV. (DR)	6,54
M.B.S.*	5,54
BLR.S.	6,56
T.S.(CL.)	2,53
S.P.S.	3,53

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 Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? 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 (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings

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?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this ship so far as now seen is in good condition and eligible in my opinion to remain as now classed with fresh record of B.R.S. 6,56 as previously recommended.

Date of Committee

THURSDAY 4 OCT 1956

Decision

B.R.S. 6,56

30m.5,54. T.

Engine Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

004718-004726-0246

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).....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
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.} 100 LBS/SQ. IN.
~~SAT.~~.....
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)

Completion of D. B. S. For previous survey, see Belfast Report No. 16169.
how Done. Donkey boiler examined under steam and its safety valves adjusted to the above stated pressure.

Note:- With reference to the record of T.S. (C.L.) 2,53 in the Supplement to the Registry Book, a record of T.S. (C.L.) 6,56, has been recommended and accepted, see Belfast Report No. 16146.

B.L.S. due 5,56 partly held 6,56 now complete.

It is submitted that this vessel is eligible for THE RECORD, B.L.S. 6,56.

18 SEP 1956

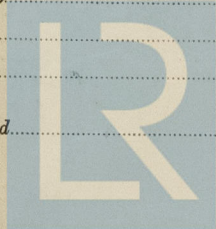
LEAVE THIS SPACE BLANK

Survey fees

Damage fee

Expenses... ..

Date when A/c rendered.....



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