

Rpt. 9

Date of writing report 22.5.56

Received London 1 JUN 1956

Port London

Survey held at Tilbury

No. of visits 2

First date 7

No. 132666. Last date 14.4.56.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 27720. Name S.S. "SLEMISH".

Owners Thos. Leitch (Shipping) Ltd. Managers C. S. Brown.

Gross tons 1863. Date of build 7-1923.

Engines made 1923. By N. E. Marine Eng. Co., Ltd., Sunderland.

Port of Registry

No. of Main Engines 1 No. of Screws 1

Type Steam recip. Trip recip.

No. of Main Boilers 2.53 W.P. 180 lb.

Records of Survey & Special Notations as per Register Book

No. of Aux./Donkey Boilers 1 W.P. 180 lb.

Surveyed Afloat or in Dry Dock Drydock.

Nature of Survey Damage.

Was Damage Report issued? Int. Cert.?

Last Report (For Head Office only)

Hull		Machinery	
+100AL	7-55.	+LMC.	7-52.
SS. (Dr.)	12-48.	BS.	8-55.
SS. Nwc.	8-52.	TS. CL.	6-53.
		SPS.	7-52.

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 Propeller *found* Wear Down of Stern Bushes *N/A later* Oil Glands Sea Connections

Fastenings *found* Has Screwshaft/Tubeshaft been drawn? *No.* Date of Examination Has Shaft been changed? Approved oil gland?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner?

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

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

19 STEAM COMPRESSORS

20 CLUTCHES & HYDRAULIC COUPLINGS

21 REDUCTION GEARING

22 THRUST BLOCKS, SHAFTS & BEARINGS

23 INTERMEDIATE SHAFTS & BEARINGS

24 HOLDING DOWN BOLTS & CHOCKS

25 CONDENSERS (MAIN & AUX.)

26 STEAM RE-HEATERS

27 DE-SUPERHEATERS

28 STOP & MANOEUVRING VALVES

29 MAIN ENGINE DRIVEN PUMPS

30 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS *The machinery of this vessel is shippable to remain in closed condition subject to the boiler and machinery being opened up, examined and placed in efficient condition.*

If certificate is required state where to be sent.

Date of Committee Decision *No action - see memo dated 15.5.56*

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Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

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		AUXILIARY EQUIPMENT	
PORT	STARBOARD	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)

Damage:- Damage stated sustained as a result of the vessel making contact on 29th March 1956, with ss. "BORDE" off Purfleet, River Thames. The vessel is stated to have been loaded with coal at the time of the casualty and sank as a result of the contact, the shell plating being holed below the water line in way of the boiler room, starboard side. The vessel was salvaged after a few days.

Not Done for Damage:- Generally examined boilers and machinery and found them to be water-damaged. It was recommended that the boilers and machinery be opened up, cleaned, examined and placed in efficient condition.

It is stated that the vessel is to be broken up.

LEAVE THIS SPACE BLANK

Survey fees ... / / /

Damage fee ... £10-10-0

Expenses... ... £0-6-0.

Date when A/c rendered.....

