

Tested
pt. 9
Date of writing report 2nd April, 1959.
Survey held at C A R D I F F.
Received London
No. of visits 4
Port C A R D I F F.
First date 5th March
Last date 24th Mar. 1959.
No. 60889

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

Gross tons 506 Date of build 7 - 1941
Port of Registry Cardiff
Type Oil Eng. 2SA 7Cy.
Name M.V. "HINDLEA"
Hindlea Shipping Co., Ltd. Managers -
By Crossley Bros. Ltd., Manchester.
Engines made 1941
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both.
Nature of Survey Docking & MES.
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
100 A1	LMC
2-58	9-56
S.S. Cff 9-56	OG 5-57
	Mchy. aft.

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 Good Wear Down of Stern Bushes Not taken Oil Gland XX Good Sea Connections Not Exd.
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 (PORT I.C.) XPORT X

1 Cyls., Covers, Pistons & Rods All - Good
2 Valves & Gears All - Good
3 Connecting Rods, Top Ends & Centres All - Good
4 Crankpins & Bearings Nos. 3 & 7 - Good
5 Journals & Bearings Nos. 4 & 5 - 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

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

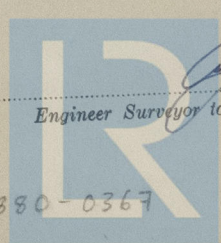
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Not fitted

Have Main Engines been tested working and manoeuvring? Yes
The machinery of this vessel, so far as now seen, is in good order and eligible in my opinion to remain as classed with fresh record of MES. 3-59 now.

THURSDAY 23 APR 1959
Date of Committee
Decision MES 3. 59

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header



2020
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation

004873 - 004880 - 0367

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)
Aux. engine (port) - Good

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, and 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
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)
All the main and auxiliary machinery was examined under working conditions and all found satisfactory. A general examination as far as practicable was made of valve gears, pumps, air compressors, clutches, reverse gears, air receivers, oil fuel storage tanks and their connections and all found satisfactory.

As there are still no explosion relief devices fitted to the main engine, this was brought to the Owners' notice. It is therefore recommended that the Owners be notified regarding this item.

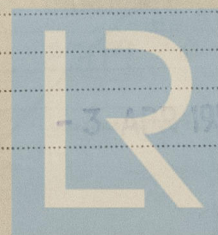
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Survey fees MES. £18. 10. 0.

Damage fee

Expenses

Date when A/c rendered



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