

Rpt. 9

Date of writing report 27.11.57

Received London

10 DEC 1957

Port

SOUTHAMPTON

No.

24568

Survey held at

SOUTHAMPTON

No. of visits

2

First date

13.11.57

Last date

22.11.57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 32659 S.S. Name M.V.

'WILLIAM CASH'

Gross tons 1186 Date of build 9-1929

Owners STEPHENSON CLARKE LTD Managers

Port of Registry LONDON

Engines made 1929 By N.E. MARINE ENG. CO. LTD

Type TRIPLE EXP. 3CY.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P. 180 LB

No. of Aux./Donkey Boilers W.P. -

Surveyed Afloat or in Dry Dock BOTH

Nature of Survey DAMAGE

Was Damage Report issued? ✓ Int. Cert.? YES

Last Report (For Head Office only)

| Hull | Machinery |
|-------------|-----------|
| 1100AI | 8.57 |
| SS Nuc (D-) | 6.55 |
| | 10.56 |
| | 6.55 |

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 .163" Oil Glands ✓ Sea Connections ✓
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 (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Side
Top Ends & Guides 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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is in safe working order and eligible in my opinion to remain as classed without fresh record of survey.

Date of Committee

See Rpt. 8

Decision

30m.6.55. T. (MADE AND PRINTED IN ENGLAND.)



Lloyd's Register Foundation

005075-005081-0120

