

13. MAY 1965

Ship's Name ~~SS/MS~~ TS Bucket Dredger "W.D.ATLAS" LR523313

Gross tons 749

Port of Registry Liverpool

Port Aden

Date of build 8-1949

Is there a rpt. 8? No

Rpt. No. 3985

No. of visits 1

First date and

Last date 7.5.65

Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith? No

Last rpt. (H.Q. only)

Date of
completing rpt. 7.5.65

Surveyed at, if different from Port above

Is a rpt. 9B
attached? No

MN

Nature of survey Engine Repairs

Rps. Survey fees £15.

Damage fee

Expenses \$10/-

S.A. fee £7.

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,
pistons & rods

2 Valves & gears

3 Con. rods, cross-
heads, bearings
& guides centre4 Crankpins &
bearings centre5 Journals &
bearings

Survey confined to over.

Side

Side

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,
pistons & rods7 Con. rods, cross-
heads & bearings8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers
pistons & rods12 Con. rods, cross-
heads & bearings13 Crankpins &
bearings14 Journals &
bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors,
blading, bearings,
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~XX~~ without fresh record of survey subject to any outstanding conditions of class being dealt with as previously recommended.

ALSO FOR

SPL FOR

NOTED BY
GESR
SRL

POSTING

HEADER

CERT

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

P.H.Ferri.

Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY - 4 JUN 1965

Minute

FOR CHAIRMAN
CLASSN. CTTEE

Write SVD re GE

005293-005300-0180

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subject to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark thrust should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings
22	Steam compressors	23	Intermediate shafts & bearings
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)
26	Steam re-heaters	27	Air ejectors (main & aux.)
28	De-super-heaters	29	Forced &/or induced draught fans
30	Stop & manoeuvring valves	31	Holding down bolts & chocks
32		32	Detuner or vibration damper
33	Main engine driven pumps		

State
Port P. or
Starboard S.

34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)
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36 Essential independent pumps

37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
39	Fresh water coolers	40	Lub. oil coolers
41	Heaters (state service)	42	Feed water filters
43	Auxiliary air receivers & safety devices	44	Starting air pipes
45	Main air receivers & safety devices		
46	Independent air compressors coolers & safety devices		
47	Oil fuel tanks (not forming part of the hull structure)		
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP
50		50	Distillers
51	Fire extinguishing arrangements	52	Steering machinery
		53	Windlass

Identify
by
position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. Steering Gear

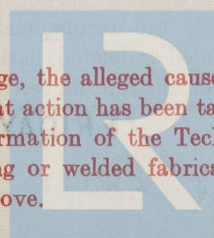
The vessel is at present on a delivery voyage to Australia and the steering characteristics had caused some concern, and in view of this it was stated that the vessel had put into Lisbon, the rudder was removed and enlarged while at that port.

It would appear that the extra load on the steering gear had been the cause of three pipe failures on the high pressure side of the system during the Red Sea passage to Aden also the Hunting gear return spring had fractured during this period.

NOW DONE :-

The three defective pipes now repaired, tested and the system placed in order. New Hunting gear spring fitted. Gear examined operational and found satisfactory.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.



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Foundation