

Rpt. 9

4 DEC 1957

Date of writing report 20. 11. 57.

Received London

Port Liverpool.

No. 148125

Survey held at Liverpool & Birkenhead

No. of visits 17.

First date 8. 9. 57. Last date 4. 11. 57.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 13567 S.S. "HILARY"
Owners Booth S.S. Co. Ltd. Managers ---
Engines made 1931 By Cammell Laird & Co. Ltd. Type T 3Cy
No. of Main Engines 2 No. of Screws 2
Main Boilers 4SB W.P. 230(Spt)
LSB 230 lb.Spt)
Donkey Boilers - W.P. -
Afloat or in Dry Dock Both.
Survey Dkg. Blr Repair & Eng. Repairs.
Age Report issued? Int. Cert.?
Port (For Head Office only)

Gross tons 7415 Date of build 1931 8
Port of Registry Liverpool

Records of Survey & Special Notations as per Register Book

| Hull | Machinery |
|-------------------------|--------------|
| H100A1. with fbd. 6,57. | HLMC. 4,56. |
| S.S. Ant(Dr) 4,56. | BS.M. 7,57. |
| | TS.CL. 3,56. |
| | s.p.s. 4,56. |
| | OF. 2,49 |

tion 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 late 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 shing 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 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.

KING Propellers Good. Wear Down of Stern Bushes not taken Oil Glands - Sea Connections -
ings Good. Has Screwshaft Tubeshaft been drawn? - Date of Examination - Has Shaft been changed? -
Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

N ENGINES (Recip. Steam or I.E.T.) PORT STARBOARD
Covers, Pistons & Rods
ves & Gears
necting Rods, Side
Ends & Guides Centre
ankpins & Side
rings Centre
ournals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

ls., Covers, Pistons & Rods
nnecting Rods & Top Ends
rankpins & Bearings
ournals & Bearings
oolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

yls., Covers, Pistons & Rods
nnecting Rods & Top Ends
rankpins & Bearings
ournals & Bearings
Lever

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen, is eligible in my opinion to remain as classed without fresh record of Survey subject to the Port aft main boiler not being used until repaired and without the subject regarding the exhaust Turbine installation.

Date of Committee LIVERPOOL 3 DEC 1957

Decision As now amended agreed

40m.4.57. T. (MADE AND PRINTED IN ENGLAND.)

© 2021
R. B. Bann
Engineer Surveyor to Lloyd's Register of Shipping
Foundation

005307-005310-0044

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).....

| 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..... 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)

Repairs Forward Starboard Main Boiler.

Fracture in outboard wing furnace extending from 3rd to the 5th corrugation was veed out and welded from both sides.

On completion of this repair the boiler was hydraulically tested and the repair found satisfactory.

S.R.L. "Port aft Main Boiler not to be used until repaired."

Nothing done at this time.

"Exhaust turbine installation to be specially examined and dealt with as found necessary at earliest opportunity. "Not to be used meantime"

Now Done.

First reduction pinion renewed, 1st reduction wheel shroud renewed at makers; Bearings on first & second reduction gears remetalled & shaft aligned. Meshing of gear teeth witnessed. Rotor binding wire re-brazed and rotor re-balanced. New stub shaft fitted.

On completion of the above repairs the turbine was run on test and found satisfactory. It is therefore submitted that this item may now be deleted from the special Reasons List.

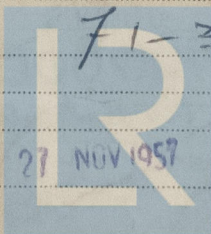
Survey fees

Ble Mps 710-10-0
Mch Mps 725-4-0

Damage fee

Expenses...

Date when A/c rendered



71-3-4 2021

Lloyd's Register Foundation

NO DEC 1957

LEAVE THIS SPACE BLANK

Repairs Forward Starboard Main Boiler