

Rpt. 9

Date of writing report 22nd JULY 1955.

Survey held at GREENOCK

Received London 27 JUL 1955

No. of visits 19

Port GREENOCK

No. 25423

First date 18-4-55

Last date 21-6-55

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 78302 Name S.S. "SOUTHWICK" Gross tons 7126 Date of build 1943-4.
Owner ISLAND SHIPPING CO. LTD. Managers Port of Registry LONDON.
Engines made 1943 By DOMINION ENGINEERING WORKS LTD. MTL. Type STEAM RECIPROCATING.
No. of Main Engines 1. No. of Screws 1.
No. of Main Boilers 3. W.P. 220 LBS.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock BOTH.
Nature of Survey DOCKING, T.S. OF CONVEYER REPAIRS. DAMAGE.
Was Damage Report issued? No. Int. Cert.? No.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
* 100AL WITH FREEBOARD 2.54. S.S. BRY. 4.52 Butts of shell & dk plating elec welded Cargo battens not fitted	* L.M.C. M.S. 4.52 B.S. 6.54 sps 4.52 T.S. (C.L.) 3.53.

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 RE-WOODEN. Sea Connections Good.
Fastenings Good. Has Screwshaft been drawn? YES. Date of Examination 11-5-55. Has Shaft been changed? No.
Has Shaft now fitted been previously used? Has Shaft now examined a continuous liner? YES.

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods HP, MP AND LP GOOD.
2 Valves & Gears HP, MP AND LP GOOD

3 Connecting Rods, Top Ends & Guides GOOD.

4 Crankpins & Bearings GOOD.

5 Journals & Bearings 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

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.) Good

27 STEAM RE-HEATERS

28 SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? YES.

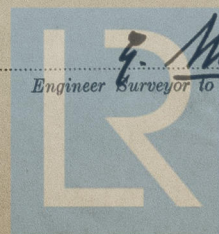
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in efficient condition and eligible in our opinion to remain as classed with fresh record of B.S. 6.55, T.S. (C.L.) 5.55, and notation fitted for Oil Fuel 6.55 flash point above 150° F.

Date of Committee 25 JUL 1955

Decision B.S. 6.55 Fitted for oil fuel 6.55. F.P. above 150° F.

30m, 5.54, T. 5.55

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

010684-010494-0218

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) GENERAL SERVICE, BALLAST, MAIN CIRCULATING PUMP ALL ON
PORT SIDE OF ENGINE ROOM - GOOD. OUTBOARD FEED PUMP - GOOD.
33 ~~Ballast~~, Ballast & Oil Fuel Suction Lines, Fittings & Controls GOOD.
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? YES.
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) GOOD
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam? No
44 Steering Machinery GOOD 45 Windlass GOOD 46 Fire Extinguishing Arrangements GOOD

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exhausters			
c Air Coolers			m Motors
d Motors			n Switchboards & Fittings
e Air Coolers			o Circuit Breakers
f Control Gears, Cables, etc.			p Cables
g Insulation Resistance			q Insulation Resistance
h Insulating Oil Test			r Steering Gear Generators and Motors
i Quaspeed Governors			s Navigation Light Indicators
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN PORT, CENTRE, STARB^R 17-5-55 GOOD. AUXILIARY, DONKEY or PRESS
Superheaters GOOD.
Safety Valves GOOD
Mountings, Doors & Fastenings GOOD
Safety Valves Adjusted to { Sat. 220 Lbs./sq"
Spt. 220 Lbs./sq"
Boiler Securing Arrangements GOOD
~~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? YES ~~Forced Circulating Pumps~~
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? YES. Funnel GOOD.

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)

Now done for Grounding Damage:- Tail shaft drawn & stem tube bottom half re-wooded. Main engine cylinders opened up. All bearings examined. Exhaust straps re-metalled. Main engine driven pumps examined. Steering gear, ballast pump, general service pump and circulating pumps opened up. Main condenser opened up and tested.

Various Repairs:- H.P. piston rod skinned (now 6.857" dia) and new metallic packing fitted. Main engine bilge ram pump suction manifold and delivery valve chest renewed. Outboard feed pump opened up. Auxiliary condenser tested. New M.P. valve spindle fitted together with new packing. H.P. rod guide shoe re-metalled. Various other minor repairs effected.

Boiler:- Port boiler inboard high fire 10. c.e. back stay renewed. Centre boiler blow down valve renewed. Other minor repairs effected.

O.F. Conversion:- Todd oil burning Unit installed. N° 2285 (London Certif. D. 40081)

Oil water separator Ref:- 20075 (Lon. Certif. D39572). Oil fuel installation installed in accordance with the Rules. Approved plans and surveying letter. Five 2 gallon foam fire extinguishers fitted in E.P. Two 2 gallon and one 10 gallon extinguishers fitted in stokehold

Survey fees B.S. £18-0-0.

O.F. Conversion £30-0-0.

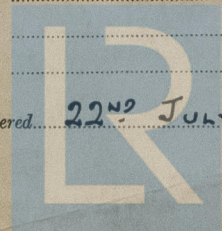
(Damage A/C) T.S. £3-0-0 x

Repair £5-0-0

Damage fee Grounding Repair £10-10-0.

Expenses...

Date when A/c rendered 22nd July 1955.



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