

Rpt. 9

Date of writing report 25th March, 1957.

Received London

Port Hong Kong.

No. 13540

Survey held at Hong Kong.

No. of visits 1

First date and

Last date 20th March, 1957.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 67140 Name ~~XXX~~ Steel Wreck Lifting Lighter "L.C. 28" Gross tons 631 Date of build 9-1945
Owners The Admiralty. Managers - Port of Registry Newcastle

Engines made - By - Type -
No. of Main Engines - No. of Screws -
No. of Main Boilers - W.P. -

No. of ~~XXX~~/Donkey Boilers 2 W.P. 130 lbs.

Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Completion of D.B.S.

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
+100Al wreck-lifting Lighter	9,56	D.B.S. 10,56
ssH.Kg.	5,51	

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 Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? 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, Top Ends & Guides { Side
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

MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

SCAVENGE BLOWERS
16
SUPERCHARGERS
17
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
19
STEAM COMPRESSORS
20
CLUTCHES & HYDRAULIC COUPLINGS
21
REDUCTION GEARING
22
THRUST BLOCKS, SHAFTS & BEARINGS
23
INTERMEDIATE SHAFTS & BEARINGS
24
HOLDING DOWN BOLTS & CHOCKS
25
CONDENSERS (MAIN & AUX.)
26
STEAM RE-HEATERS
27
DE-SUPERHEATERS
28
STOP & MANOEUVRING VALVES
29
MAIN ENGINE DRIVEN PUMPS
30

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
31
OPINION OF MACHINERY AND RECOMMENDATIONS

The donkey boilers of this vessel, so far as now seen, are in an efficient condition and eligible, in my opinion, to remain as classed with fresh record of D.B.S. 10,56.

Date of Committee THURSDAY - 9 MAY 1957
Decision As now, without spe. con.

Noted for Header

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Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

