

Rpt. 9

Date of writing report 25th March, 1957.

Survey held at Hong Kong.

Received London

No. of visits 1

Port Hong Kong.

First date and

No. 13540

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 ssH.Kg.	D.B.S. 10,56 9,56 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

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

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 special condition.

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

J.L.V. Whittle
Engineer Surveyor to Lloyd's Register of Shipping

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Lloyd's Register Foundation

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If certificate is required state where to be sent.

