

Rpt. 9

Date of writing report 8.2.61.  
Survey held at Ellesmere Port

Received London  
No. of visits 6

Port Liverpool  
First date 12.7.60. Last date 12.8.60.

DISCLOSED  
SECTION

No.

No. 156101

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 57890 Name S.S. "CROSBY DALE"  
Owners T. Routledge Managers --  
Engines made 1927 By A.G. Mumford Ltd. Type C 2Cy.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 1 SB W.P. 1301b  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey M.B.S., S.P.S. & Oil fuel conversion  
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
BS* 12,59	MBS* 7,56
SS (DR) 5,57	BS M 6,58
oil separating barge	TS CL 12,59
Coasting service	s.p.s. 12,53
	ND

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 ~~ENGINE~~) ~~PORT~~ STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Side  
Top Ends & Guides 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 & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? No

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh record of M.B.S. 8,60 and S.P.S. 9,60, now, subject to an independent auxiliary feed pump being fitted before the end of March, 1961.

Date of Committee

Decision

50m 4.59 (MADE AND PRINTED IN ENGLAND)

LIVERPOOL

28 FEB 1961

as now subject  
M.B.S. 8.60  
S.P.S. 9.60

KRM

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H. Lloyd  
Engineer Surveyor to Lloyd's Register of Shipping  
Lloyd's Register  
Foundation  
012393-012400-0114 1/2



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	PORT	ELECTRICAL EQUIPMENT	
		STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			1 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.....			
Magnetic Couplings.....			
k Air Gap.....			

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

MAIN 12.7.60. Good..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves..... Good

Mountings, Doors & Fastenings..... Good

Safety Valves Adjusted to { Sat. 130 lbs  
Spt. -

Boiler Securing Arrangements..... Good

~~Main Economisers~~..... ~~Exhaust Gas Heated Economisers~~.....

Steam Heated Steam Generators..... ~~Steam Generator Safety Valves Adjusted~~.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes..... ~~FOSSIL/CRACKLING PUMPS~~.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel Good

## EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Copper Good..... Auxiliary (over 3 in. bore) -

Were Copper Pipes annealed? Yes..... 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)

Vessel now converted to burn oil fuel.

An oil tank of 500 galls. 7'0" x 6'0" x 2'0" x 1/2" thick has been placed in each existing side bunker.  
(Tanks do not form part of hull structure).  
Tanks are of all welded construction and were satisfactorily tested on completion.  
These tanks stand in an oil tight tray which can be pumped dry by a semi-rotary hand pump.)  
Two second-hand Weirs Oil Fuel Pumps No. 246793 & 4 stamped Lloyd's Test 400 lbs 11.10.51. and 31.1.51. fitted, before fitting these pumps were opened out and placed in good condition.  
Two second hand oil fuel heaters manufactured by Messrs. Swinney & Co. were opened out, found in good condition and hydraulically tested to 400 lbs on oil spaces and 260 lbs on steam spaces before being fitted.

The following items were examined and tested in accordance with the Rule requirements:-

- (1) Oil fuel suction and discharge pipes and fitting.
- (2) Steam smothering and fire fighting equipment.
- (3) Remote controls to oil burning unit steam smothering and oil fuel tanks.

Cont. Page

Survey fees MBS £8 - 0 - 0  
SPS £3 - 0 - 0  
Oil fuel conversion £5 - 0 - 0

Damage fee £3 - 0 - 0  
Expenses.....

Date when A/c rendered 22 FEB 1961

Rpt. 9a- Conts. Sheet 2

Port of Liverpool

Continuation of Ship Mch. Report No.

Continuation of Report No.

dated 8.2.61.

on the

on the S.S./M.S. "CROSEY DALE"

(4) Funnel damper welded in open position.

The only independent pump in this ship is the general service which has connections to the engine room and pump room bilges and a discharge connection the main boiler.

The Owners have been requested to fit an additional independent pump connected to either the bilges or the boiler, but not both.

The Owners have also been requested to supply plans of the oil fuel system, and oil fuel tanks.

The writing of this report has been delayed while efforts were made to get the Owners to comply with the recommendations.

The Owners were informed of these recommendations by letter dated 3.10.60 and 18.11.60.

In view of the above, it is recommended that the class of the vessel be made subject to an independent auxiliary feed pump being fitted before the end of March, 1961.

*H. Lloyd*