

Rpt. 9

Date of writing report 15/8/55

Survey held at HULL.

Received London 20 AUG 1955

No. of visits Five.

Port HULL.

First date 28/7/55

Last date 9/8/55.

No. 61474

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. Name S.S. "FENMAN" (Ex. T.I.D. 47).

Gross tons Date of build

Owners Managers

Engines made By Port of Registry

No. of Main Engines No. of Screws

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock Drydock.

Nature of Survey Re Classification.

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

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 Close fit. Oil Glands Good Sea Connections Good

Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 29/7/55 Has Shaft been changed? No

Has Shaft now fitted been previously used? No Has Shaft now examined fitted a continuous liner? No Approved oil gland? YES

MAIN ENGINES (Recip. Steam)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods All good

2 Valves & Gears All good

3 Connecting Rods, Top Ends & Guides Side All good

Centre All good

4 Crankpins & Bearings Side All good

Centre All good

5 Journals & Bearings All 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 SEAWATER 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 Good

24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS Good

26 CONDENSERS (MAIN & AUX) Good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES Good

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 is eligible in my opinion to be classed with fresh records of LMC 8,55 and TSOG 7,55 and sps 8,55 now.

Date of Committee

FRIDAY 16 SEP 1955

Decision

* LMC 8,55

SOS 8,55

Sps 8,55

30m, 5, 54, T.

Engineer Surveyor to Lloyd's Register of Shipping

CERTIFICATE WRITTEN

Lloyd's Register Foundation

012460-012472-0064

If certificate is required state where to be sent.

9. 61474.

32 Essential Independent Pumps (Identify by position) All good.

33 Bilge, 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)

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)

ELECTRICAL EQUIPMENT			
PROPULSION	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 Sole - 3/8/55

~~SUPERHEATER~~

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 140 lb.
Ksat.

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? Forced Circulating 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 Steel - 3/8/55. Good. 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)

CLASSIFICATION - See London letter dated 12th August, 1955.

N.B. There is no electrical installation aboard and both the windlass and steering gear are hand operated.

The Owners Representative stated that the Main Engine I.H.P. is 260 the M.N. = 47.

LEAVE THIS SPACE BLANK

Survey fees Classification £9.
B.S. £5.
T.S. £2.

Damage fee ...
Expenses... 10s.

Date when A/c rendered

