

B. C. CASE

JUN 1957

Rpt. 9

Date of writing report 26<sup>th</sup> June 1957

Received London

Port Southampton

No. 24299

Survey held at Southampton

No. of visits 23

First date 17<sup>th</sup> Aug '56Last date 22<sup>nd</sup> May '57

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. Name M.V. "RESPITE" Ex "TID 36" Gross tons 54.36 Date of build 1943  
 Owners Gray Mackenzie & Co. Ltd. Managers Port of Registry London  
 Engines made 1947 By Pettibon Ltd Type 2 SCSA  
 No. of Main Engines No. of Screws  
 No. of Main Boilers W.P.  
 No. of Aux./Donkey Boilers W.P.  
 Surveyed Afloat ~~ON SLIPWAY~~ Both  
 Nature of Survey Reclassification  
 Was Damage Report issued? Int. Cert.? Yes  
 Last Report (For Head Office only)

Records of Survey &amp; 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 '033' Oil Glands good Sea Connections good  
 Fastenings good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 22<sup>nd</sup> 5/57 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.)

1 Cyls., Covers, Pistons & Rods All - good  
 2 Valves & Gears All - good  
 3 Connecting Rods, Top Ends & Guides All - good  
 4 Crankpins & Bearings All - good  
 5 Journals & Bearings All good

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods good  
 7 Connecting Rods & Top Ends do.  
 8 Crankpins & Bearings do.  
 9 Journals & Bearings do.  
 10 Coolers & Safety Devices do.

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

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Inlets, Bearings &amp; Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIPI. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS good22 REDUCTION GEARING good23 THRUST BLOCKS, SHAFTS & BEARINGS good24 INTERMEDIATE SHAFTS & BEARINGS good25 HOLDING DOWN BOLTS & CHOCKS good

26 CONDENSERS (MAIN &amp; AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP &amp; MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS good31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES goodHave Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel is in good order and efficient condition and eligible, in my opinion, to have the record of LMC 557 NE made 1947, fitted 1957, subject to the torsional vibration characteristics of the dynamic system being found in order and to spare gear being supplied; and to have notated TS 04.

FRIDAY - 8 NOV 1957

Date of Committee

Decision

See Rpt. 1

Noted for Header

32 Essential Independent Pumps (Identify by position) *G.S. pump - aft end ER, port side - 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 *good* 37 Motors (state service)

38 Independent Air Compressors, Coolers & Safety Devices *good*

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 *good*

AUXILIARY ENGINES (Identify by position) *Aft end ER port side - good.*

ELECTRICAL EQUIPMENT	
PROPULSION	AUXILIARY EQUIPMENT
a Generators	1 Generators & Governors <i>good</i>
b Exciters	
c Air Coolers	m Motors <i>good</i>
d Motors	n Switchboards & Fittings <i>good</i>
e Air Coolers	o Circuit Breakers <i>good</i>
f Control Gear, Cables, etc.	p Cables <i>good</i>
g Insulation Resistance	q Insulation Resistance <i>good</i>
h Insulating Oil Test	r Steering Gear, Generators and Motors
i Overspeed 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 *None* AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat. Spt.

Boiler Securing Arrangements

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

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)

LEAVE THIS SPACE BLANK

Survey fees *ES 26-0-0 TS 3-0-0*

Damage fee

Expenses...

Date when A/c rendered *26/6/52*