



- 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	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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 ..... 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)

Complete.

On account of stated heavy vibration at the after end of the ship, the propeller was removed at this time and an examination made of the fit of the propeller to the cone of the screwshaft, the blades of the propeller were checked for pitch and all blades (four bladed bronze propeller) found sufficiently accurate, no defects could be found in the stern gear and the wear down at 0.85 mm. was normal, the oil gland was examined opened out, found in good order, tested after assembly and found tight.

It was stated that a recent examination (two days prior to drydocking) has been carried out under working conditions by E.I.D., the report of this investigation has not yet been received by the Owners.

At the instigation of the Owners Representative, the ship's spare cast iron propeller has now been fitted after removal of approximately 1" off each blade tip. This has been done as a temporary measure only for experimental purposes. The working propeller has been placed on board as spare.

*Docking.*  
 Due to heavy vibration reported at aft end of vessel, propeller removed and fit of propeller on cone checked and blade pitch checked and all found satisfactory. At Owners' representatives request spare cast iron propeller fitted at this time as an experiment with an inch cropped off each blade tip.

**It is submitted that this vessel is eligible to remain as CLASSED.**

LEAVE THIS SPACE BLANK

*101*  
*101.5.00*

Survey fees *Excess of Heavy*  
*1000*

Damage fee ...

Expenses... *100*

Date when Alc rendered... *11-9-60*