

4 APR 1960

Rpt. 9

Date of writing report 1.4.60.

Received London

Port SOUTHAMPTON.

No. 2664

Survey held at Southampton.

No. of visits One.

First date 9.3.60.

Last date 9.3.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 40589 Name M.V. "MERMAID". Gross tons 1425 Date of build 9-1959.

Owners Trinity House. Managers Port of Registry London.

Engines made 1959. By English Electric Co. Ltd., Preston. Type Diesel Electric Propulsion.

No. of Main Engines 4 No. of Screws 2

No. of Main Boilers - W.P. -

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

Surveyed Afloat or in Dry Dock Dry Dock.

Nature of Survey Docking & T.S.

Was Damage Report issued? - Int. Cert.? Yes.

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 Lighthouse Tender.	+LMC 9-59
D.S. 8-59.	T.S. OG. p. & s. 9-59.

Yes.

Now.

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 Tubeshaft been drawn? P & S - Yes Date of Examination 9.3.60. Has Shaft been changed? No.

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

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides Side Centre
- Crankpins & Bearings Side Centre
- Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel as now seen is in good and safe working condition and eligible in my opinion to remain as classed with fresh record of T.S. OG p. and s. 3-60.

Date of Committee THURSDAY 21 APR 1960

Decision As now B.H. TS 3.60

40m,3,58 T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

A.G. Pemberton.

012779-012785-0214

If certificate is required state where to be sent

