

29 NOV 1963

Ship's Name ~~SS~~MS "PETER LEIGHT"

Gross tons 320

Is there a rpt. 8? No

Port Liverpool

Rpt. No. 162858

No. of visits 3

First date 31.10.63.

Last date 1.11.63.

Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith? -

Last rpt. (H.Q. only) BRS.22426

Date of
completing rpt. 5.11.63.

Surveyed at, if different from Port above

Is a rpt. 9B
attached? No

MN

Nature of survey Main engine repairs

Survey fees

Damage fee

Expenses £1

S.A. fee £4-4-0

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,
pistons & rods

2 Valves & gears

3 Con. rods, top ends
& guides centre

Side

4 Crankpins &
bearings centre

Side

5 Journals &
bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,
pistons & rods7 Con. rods &
top ends8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,
pistons & rods12 Con. rods &
top ends13 Crankpins &
bearings14 Journals &
bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors,
blading, bearings
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of survey.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

A.D. Tomlinson.

Surveyor to Lloyd's Register of Shipping

R.D. Tomlinson. G.A. Stewart.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

013639-013642-0175 1/2

Exhaust steam 20 turbines (with recip. eng.)	Thrust blocks 21 shafts & bearings	State Port P. or Starboard S.
Steam 22 compressors	Intermediate 23 shafts & bearings	
Clutches & hyd- 24 raulic couplings	Condensers 25 (main & aux.)	
Steam 26 re-heaters	Air ejectors 27 (main & aux.)	
De-super- 28 heaters	Forced &/or induced 29 draught fans	
Stop & manoeuv- 30 ring valves	Holding down 31 bolts & chocks	
Main engine 33 driven pumps	Detuner or 32 vibration damper	

34 Crankcase doors & explosion relief devices	35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)
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36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls	38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
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39 Fresh water coolers	40 Lub. oil coolers
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41 Heaters (state service)	42 Feed water filters
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43 Auxiliary air receivers & safety devices	44 Starting air pipes
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45 Main air receivers & safety devices	
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46 Independent air compressors coolers & safety devices	
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47 Oil fuel tanks (not forming part of the hull structure)	
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48 Have all evaporators safety valves been tested under steam?	49 Evaporators HP & LP	50 Distillers
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51 Fire extinguishing arrangements	52 Steering machinery	53 Windlass
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AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. whilst on a voyage from Liverpool to Coleraine

It was stated by the Master that at 00.15 hours on 31st October, 1963, the main engine speed was reduced due to failure of the cooling water system and that at 01.20 hours the engine was stopped because of overheating. The vessel was then towed to Liverpool for examination of the engine and repairs as necessary.

Prior to attending on board, the change overcocks for fresh and salt water had been removed for examination and it was alleged that the cock for changing from fresh water cooling to salt water cooling, by means of the main engine attached pumps, was found in the wrong position.

It was recommended that the cocks be arranged in the correct positions and that the engine be operated on Fresh Water and the Salt Water cooling.

The engine operated satisfactorily on Fresh Water cooling but when changed over for direct salt water cooling it was found that insufficient water was circulating due to restricted flow through the overboard discharge. It was also observed that the overboard piping was leaking. The overboard discharge valve was renewed, the pipe was repaired and the engine was then tested to satisfaction.

Cont/...

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

Register
Foundation

Rpt.

(cont.)

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Port Liverpool

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During the course of the above examination it was alleged, by the Master, that the general service pump was not operating satisfactorily and had been unable to pump emergency cooling water. The pump was tested at this time and found satisfactory.

