

Received London
29 NOV 1963

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

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? Yes

Damage 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

Handwritten initials

Handwritten: BCO, £15-15-0

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 & rods

7 Con. rods & top ends

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

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

11 Cyls., covers, pistons & rods

12 Con. rods & top ends

13 Crankpins & bearings

14 Journals & bearings

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

16 Casings, rotors, blading, bearings & thrusts

15 Levers

17 Reduction gearing

18 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.)

R.D. Tomlinson

G.A. Stewart
Surveyor to Lloyd's Register of Shipping

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

Date of Committee

LIVERPOOL

26 NOV 1963

Minute

As now

Lloyd's Register Foundation

BRS 7/11

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT

013639 - 013642 - 0175 1/2

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 cancelled from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark should 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

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

State Port P. or Starboard S.

34 Crankcase doors & explosion relief devices

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

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?

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

Identify by position

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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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.

