

Rpt. 9

26 AUG 1958

Date of writing report 25th Aug. 1958

Received London 28 AUG 1958

Port NEWCASTLE UPON TYNE

No. 115501

Survey held at Wallsend

No. of visits 9

First date 22-7-58

Last date 5-8-58

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

No. in R.B. 34639 S.S. "WAVE DUKE"

Gross tons 8199 Date of build 4-1945

Owners The Admiralty

Managers

Port of Registry London

Engines made 1945 By Met. Vickers Elect. Co. - MCH.

Type 2 - Steam Turbines DR Geared to S. Screw Shaft.

No. of Main Engines 2 No. of Screws 1

Records of Survey &amp; Special Notations as per Register Book

No. of Main Boilers 2 W.P. 490lb spht. 475lbs

No. of ~~W.P.~~/Donkey Boilers 2 W.P. 180 OF 4/45

Surveyed Afloat or in Dry Dock Both

Nature of Survey MBS, DBS &amp; Docking

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

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 Bush 13/64" Oil Glands Sea Connections

Fastenings Good Has Screwshaft been drawn? No Date of Examination 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.) PORT STARBOARD

Cyls., Covers, Pistons &amp; Rods

Valves &amp; Gears

Connecting Rods, Top Ends &amp; Guides Side Centre

Crankpins &amp; Bearings Side Centre

Journals &amp; Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons &amp; Rods

Connecting Rods &amp; Top Ends

Crankpins &amp; Bearings

Journals &amp; Bearings

Coolers &amp; Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons &amp; Rods

Connecting Rods &amp; Top Ends

Crankpins &amp; Bearings

Journals &amp; Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Cyls., Rotors, Blading, Bearings &amp; Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES &amp; HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS &amp; BEARINGS

INTERMEDIATE SHAFTS &amp; BEARINGS

HOLDING DOWN BOLTS &amp; CHOCKS

CONDENSERS (MAIN &amp; AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP &amp; MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in a safe working condition and eligible in our opinion to remain as now classed with fresh records of M.B.S 8,58 and D.B.S 8,58.

Date of Committee TUESDAY 2 SEP 1958

Decision MBS 8,58

DBS 8,58

50m, 0,56. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

013917-013926-0280

R. GUY FOR SELF & T.P. GIBBSON.  
Engineer Surveyor to Lloyd's Register of Shipping  
R. GUY. T.P. GIBBSON.  
Foundation



32 Essential Independent Pumps (Identify by position)

33 Bidge, 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

PORT

STARBOARD

ELECTRICAL EQUIPMENT

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Good (22-7-58)

AUXILIARY, DONKEY, PRESS

Port, 29.7.5  
Stbd, 28.7.5

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to Sat. 490lb. (5-8-58)

Spt. 475lb.

Good

Good

180lb. (30-7-58)

Boiler Securing Arrangements Good

Good

Main Economisers Good

EXHAUST, HEAD, FLOW, etc.

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes

Funnel

Good

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 are subjects of class)

### WEAR & TEAR REPAIRS:-

#### Main Boilers:-

7 Starboard boiler 1 1/2" generating tubes renewed in way of 1 defective tube; all cut out tubes specially examined for signs of excessive pitting & found satisfactory. Considerable salt deposits found on external surface of about 10 rows of Port boiler generating tubes; cause of deposit located as an external fan bearing cooling water leak. All traces of deposit removed, tubes specially examined and found satisfactory. Both boilers hydraulically tested on completion. Both sootblower master valve spindles renewed due to pitting. Both low level alarm shut off valve lids renewed.

LEAVE THIS SPACE BLANK

Survey fees

M.B.S. £28. 0. 0.

D.B.S. £16. 0. 0.

Repairs £5. 0. 0.

Damage fee

Expenses...

Date when A/c rendered

27 AUG 1958

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Foundation