

Rpt. 9

Date of writing report

Survey held at BELFAST

Received London

No. of visits 2

Port BELFAST

First date 16-6-59

No.

Last date 22-6-59

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

No. in R.B. 53147 Name S.S. BALLY DONNELL Gross tons 581 Date of build 1-1925  
Owners JOHN KELLY LTD Managers E.W.P. KING Port of Registry BELFAST  
Engines made 1925 By J. LEWIS & SONS LTD Type STEAM RECIP  
No. of Main Engines ONE No. of Screws ONE  
No. of Main Boilers ONE SB W.P. 180 lb  
No. of Aux./Donkey Boilers W.P. -  
Surveyed Afloat or in Dry Dock AFLOAT  
Nature of Survey B.S. & GENERAL EXAM  
Was Damage Report issued? Int. Cert.? YES  
Last Report (For Head Office only)

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

Hull	Machinery
* 100A1	* LMC
SS 100	BS.
2-58	10-54
10-54	10-57
7-50	9-57
	9-54
	SPS

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 Wear Down of Stern Bushes Oil Glands Sea Connections  
Fastenings Has Screwshaft/Tubeshaft been drawn? 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

- 1 Cyls., Covers, Pistons & Rods IP GOOD  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides Side  
Centre  
4 Crankpins & Bearings Side  
Centre  
5 Journals & Bearings

## MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices

## MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers

- 16 SCAVENGE BLOWERS  
17 SUPERCHARGERS

## MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

- 20 STEAM COMPRESSORS

- 21 CLUTCHES & HYDRAULIC COUPLINGS

- 22 REDUCTION GEARING

- 23 THRUST BLOCKS, SHAFTS & BEARINGS

- 24 INTERMEDIATE SHAFTS & BEARINGS

- 25 HOLDING DOWN BOLTS & CHOCKS

- 26 CONDENSERS (MAIN & AUX.)

- 27 STEAM RE-HEATERS

- 28 DE-SUPERHEATERS

- 29 STOP & MANOEUVRING VALVES

- 30 MAIN ENGINE DRIVEN PUMPS

- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? YES

## OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in a safe working condition, eligible in my opinion to remain as now classed and have a fresh record of B.S. 6.59.

Date of Committee

TUESDAY 14 JUL 1959

Decision

MBS 6.59

30m, 5.54. T.

Noted for Header

Engineer/Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

002506-002514-0001

If certificate is required state where to be sent.



32 Essential Independent Pumps (Identify by position).....

33 Bllge, Ballast & Oil Fuel Suction Lines, Fittings & Controls..... **Good**

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? **YES**

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).....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

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

MAIN 16-6-59 Good AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves..... Good

Mountings, Doors & Fastenings..... Good

Safety Valves Adjusted to { Sat. 180lb Good  
Spt. Good

Boiler Securing Arrangements..... Good

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 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 which are subjects of class)

A general examination of the machinery has been carried out in accordance with circular no 1959 and the machinery found satisfactory. This has been done to enable the vessel to proceed to the Port of London when she is to be broken up, please see London letter class(S) 10-6-59.

MBS due 10-58 mm held

It is submitted that this vessel is eligible for THE RECORD.

MBS 6-59

*[Signature]*

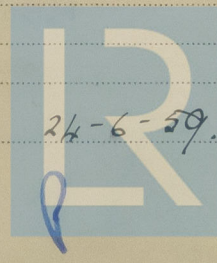
LEAVE THIS SPACE BLANK

8 JUL 1959

Survey fees B.S. £ 8-0-0  
General beam £ 4-0-0

Damage fee ...  
Expenses... ..

Date when A/c rendered 24-6-59



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