

-4. JAN. 1961

Rpt. 9 /NK

3- JAN 1961

Date of writing report 30.12.60.

Received London

Port NEWCASTLE-ON-TYNE

No. 17599

Survey held at Bill Quay

No. of visits 6

First date 23.11.60.

Last date 2.12.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54849 Name S.S. "BRIARDENE"

Gross tons 538 Date of build 9-1929

Owners T.G. Irving Ltd.

Managers Andrew Marshall

Port of Registry Sunderland

Engines made 1929 By John Lewis & Sons Ltd.

Type T3 cy. 12" 21" & 34" x 24"

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 W.P. 200 lb.

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

Surveyed Afloat or in Dry Dock Both

Nature of Survey M.B.S. T.S. & General Examn.

Was Damage Report issued? Int. Cert.? Yes

Last Report (For Head Office only)

Hull	Machinery
*10001	* LMC
(Dr) 11/56 SS	ES 12/55
DD 6/59	MBS 6/59
	CL 7/58
	sps 11/56

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 Working fit Oil Glands Sea Connections

Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 25.11.60 Has Shaft been changed? No

Has Shaft now fitted been previously used? Has Shaft now examined/over a continuous liner? Yes Approved oil gland? No

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

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 Castings, 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 S.W. circulating - Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this ship, so far as now seen, with fresh record of MBS 12/60 and TS(CL) 12/60

Date of Committee THURSDAY 19 JAN 1961

Decision MBS 12 60 TS 12 60

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

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

MAIN **24.11.60 Good** AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves **Good**

Mountings, Doors & Fastenings **Good**

Safety Valves Adjusted to { Sat. **200 lb.**

{ Spt.

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)

Wear and Tear repairs: Screwshaft liner - scored - now skimmed
Sternbush rewooded.

Boiler:- Approx. 30 cc back stays renewed.

Grooving on the waterside of the bottom knuckle back end plate (approx 7'0") cut out & E.welded.

On completion of repairs, boiler tested hydraulically and found in good order.

A few faults in the electrical installation rectified.

A general examination made of the main and aux. machinery, all external parts seen, examined under steam and found satisfactory.

The Chief Engineer states that the machinery is in good working condition.

Note:- Ship unslipped 1.12.60.

LEAVE THIS SPACE BLANK

Survey fees T.S. £ 3. 0. 0.
M.B.S. £ 8. 0. 0.
G.E. £10. 0. 0.

Damage fee ...
Expenses... £ 0. 5. 0.

Date when A/c rendered

3 JAN 1961

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Foundation