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Rpt. 9

Date of writing report 12-9-57

Survey held at South Shields

Received London

No. of visits 8

Port NEWCASTLE-on-TYNE

First date 14-8-57

Last date

No.

5.9.57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11177 S.S. Name "FULHAM"

Owners Central Electricity Authority

Managers Stephenson Clarke Ltd.

Gross tons 1598

Date of build 2-1936

Engines made 2-1936

By N.E. Marine Eng. Co., Ltd.

Port of Registry London

No. of Main Engines 1

No. of Screws 1

Type T.3Cy 16½" 27½" & 46" x 33"

No. of Main Boilers 1

W.P. 200Lbs. Sq."

No. of Aux./Donkey Boilers 1

W.P. 100Lbs. Sq."

Surveyed Afloat or in Dry Dock

Nature of Survey MBS DBS TS & DS

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

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100 A.1.	+LMC
S.S. 9.54	Eng. 9.54
D.S. 9.56	Blrs. 8.56
	T.S.(O.G.) 8.56

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 .018 Oil Glands Good Sea Connections Good
Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 30-8-57 Has Shaft been changed? Yes
Has Shaft now fitted been previously used? No Has Shaft now examined fitted a continuous liner? No Approved oil gland? Yes

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

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides

4 Crankpins & Bearings

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

OPINION OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manoeuvring?

The machinery of this vessel, as now seen, is in good condition, eligible in my opinion to remain as now classed with fresh record in the Register Book of M.B.S. 9.57, D.B.S. 9.57, T.S.N. (O.G.) 9.57

Date of Committee

TUESDAY - 8 OCT 1957

Decision

See Rpt. 8

Noted for Header

- 32 Essential Independent Pumps (Identify by position).....
- 33 Buge, 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).....

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
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.....	Good	AUXILIARY, DONKEY or PRESS.....	Good
	Examined Internally 23-8-57		Examined Internally 21-8-57
Superheaters.....	-		-
Safety Valves.....	Good		Good
Mountings, Doors & Fastenings.....	Good		Good
Safety Valves Adjusted to { Sat.....	200Lbs.Sq."		100Lbs.Sq."
{ Spt.....	-		-
	Good		Good
Boiler Securing Arrangements.....		Exhaust Gas Heated Economisers.....	
Main Economisers.....		Steam Generator Safety Valves Adjusted to.....	
Steam Heated Steam Generators.....		Forced Circulating Pumps.....	
Were Oil Burning System & Remote Controls examined working in accordance with Rules?.....	-	Funnel.....	Good
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....	-		

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:-

MAIN BOILER:- Starboard combustion chamber, 5 wrapper plate stays and 3 chamber back plate stays found welded cut out and renewed. 12 "landing" cracks in combustion chamber tube plate/furnace attachment seam cut out and electric welded. 43 rivets renewed in this seam. Centre combustion chamber, 5 wrapper plate stays and 2 back plate stays found welded, cut out and renewed. 12 cracks in combustion chamber tube plate/furnace attachment seam cut out and electric welded. 38 rivets renewed in this seam. 1 stay tube and 1 plain tube renewed.

DONKEY BOILER:- 11 plain tubes renewed. 1 safety valve spring renewed.

TAILSHAFT:- Owner's state oil gland springs broken by shock when ship contacted quay at Grimsby 8-12-56. Oil gland overhauled by Makers and placed in good order. Sternbush remetalled.

Propeller shaft found corroded and scored and was condemned (damage claim pending). New spare propeller shaft now fitted. Fit of propeller on shaft with and without key examined and found satisfactory.

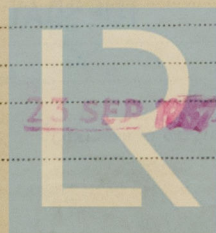
Marks on shaft:- Lloyd's 830 AEG 21-10-38 JES 6-12-38

Survey fees	MBS	£8 - 0 - 0
	DBS	£7 - 0 - 0
	TS	£5 - 0 - 0
	Repairs	£2 - 2 - 0

Damage fee

Expenses... ..

Date when A/c rendered.....



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Foundation