

/R.

Rpt. 9

23 SEP 1957

Date of writing report 12-9-57

Received London

Port NEWCASTLE-on-TYNE

Survey held at South Shields

No. of visits 8

First date 14-8-57

Last date

No. 114658
5.9.57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11177 S.S. Name ~~XXX~~ "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 16 1/2" 27 1/2" & 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 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 CRANECASE 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

TUESDAY - 8 OCT 1957

Date of Committee

Decision

See Rpt. 8

Noted for Header

H. Pollock
Engineer Surveyor to Lloyd's Register of Shipping
H. POLLOCK

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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)

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	200Lbs. Sq. "		100Lbs. Sq. "
	Sat. -		-
	Spt. -		-
Boiler Securing Arrangements	Good		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:-

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

LEAVE THIS SPACE BLANK

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

Damage fee

Expenses... ..

Date when A/c rendered.....



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