

Rpt. 9

Date of writing report 24.8.61.
Survey held at Liverpool

Received London
No. of visits 3

Port Liverpool
First date 27.7.61. Last date 11.8.61.
No. 157275

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 27205 Name S.S. "PROSPECTOR" Gross tons 6165 Date of build 1944 - 1
 Owners Charente S.S. Co. Ltd. Managers T. & J. Harrisons Ltd. Port of Registry Liverpool
 Engines made 1944 By D. Rowan & Co. Ltd. Type T. 3 Cy
 No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 2 DB W.P. 210 lbs
 No. of ~~Aux~~/Donkey Boilers 1 DB W.P. 120 lbs
 Surveyed Afloat or in Dry Dock Afloat
 Nature of Survey M.B.S. and D.B.S.
 Was Damage Report issued? No Int. Cert. Yes
 Last Report (For Head Office only) 143867 Lon.

Hull		Machinery	
+ 100 A1	11,60	+ LMC	12,57
SS	12,57	BS	M 9,60
			D 9,60
		TS	CL 11,60
		SPS	12,57
			ND OF 6,50

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
- 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 SEE OVER
- 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.)
- STEAM RE-HEATERS
- DE-SUPERHEATERS
- STOP & MANOEUVRING VALVES
- MAIN ENGINE DRIVEN PUMPS
- CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?
 OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is in my opinion eligible to remain as now classed with fresh record of M.B.S. 8,61, and D.B.S. 8,61, now.

Date of Committee LIVERPOOL - 5 SEP 1961
 Decision As now
 MBS 8:61.
 D.B.S. 8:61
 K.M.

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 Engineer Surveyor to Lloyd's Register of Shipping
 Foundation

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