

12. 7. 56.

aldeen

Received London

No. of visits 19.

Port aldeen

First date 15-3-56

No. 23992

Last date 28.5.56 2.7.56

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

09017 Name S.S.

"ENFORCER"

Gross tons 762

Date of build 1944-12

THE ADMIRALTY

Managers

Port of Registry HARWICH.

ade 1944 By C.D. HOLMES & Co Ld - Hull

Type 3 CYL - TRIPLE EXP<sup>m</sup>

n Engines 1 No. of Screws 1

in Boilers 2 S.B. W.P. 220

Donkey Boilers W.P.

Afloat or in Dry Dock BOTH

Survey L.M.C.

age Report issued? No Int. Cert.? YES.

(For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
£ 100 A.I. FOR TOWING SERVICES	£ L.M.C. 10-52
4-55	B.S. 5-55
S.S. Lth 2-54	T.S. (OC) 3-55
	sps. 2-54.

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 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 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 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.

Propellers Goop. Wear Down of Stern Bushes .050" Oil Glands NOT REMOVED Sea Connections Goop.

Goop. Has Screwshaft/Tubeshaft been drawn? No Date of Examination Has Shaft been changed?

now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

GINES (Recip. Steam or I.C.) PORT STARBOARD

vers, Pistons & Rods All - Goop.

Gears All - Goop.

g Rods, Side & Guides Centre All - Goop.

s & Side All - Goop.

Centre All - Goop.

& Bearings All - Goop.

## ENGINE DRIVEN AIR COMPRESSORS

vers, Pistons & Rods

g Rods & Top Ends

& Bearings

& Bearings

Safety Devices

## ENGINE DRIVEN SCAVENGE PUMPS

ers, Pistons & Rods

g Rods & Top Ends

& Bearings

& Bearings

## E BLOWERS

ARGERS

RBINES

otors, Blading, Bearings & Thrusts

## STEAM TURBINES (WITH RECIP. ENGINES)

OMPRESSORS

S & HYDRAULIC COUPLINGS

ON GEARING

BLOCKS, SHAFTS & BEARINGS Goop.

DIATE SHAFTS & BEARINGS Goop.

DOWN BOLTS & CHOCKS Goop.

ERS (MAIN ) Goop.

E-HEATERS

HEATERS

MANOEUVRING VALVES Goop.

INE DRIVEN PUMPS Goop.

DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? YES.

OF MACHINERY AND RECOMMENDATIONS

This vessel's machinery is eligible in my opinion to remain as now classed and to have fresh surveys of survey M.S. 7-56 and B.S. 4-56.

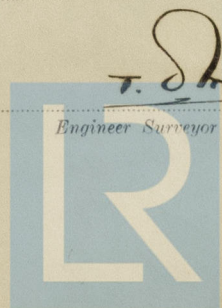
THURSDAY 13 SEP 1956

+ LMC 5.56 (with endorsement)

(MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engine Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

002916-002922-0112

If certificate is required state where to be sent.



essential Independent Pumps (Identify by position) TWO WERS FEED PUMPS - PSF - GOOD. ONE G.S. PUMP - PS - GOOD. ONE CIRC<sup>G</sup>. PUMP - PS - GOOD. ONE DUPLEX FIRE PUMP, S.S. - GOOD. TWO O.F. PRESS PUMPS BLR RM SS - GOOD.  
33 Bilge, 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) OF - Good.

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 Good

43 Have Evaporator Safety Valves been tested under steam? YES.

44 Steering Machinery Good.

45 Windlass Good

46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position)

FOR<sup>P</sup> - AFT. STM. GEN. ENGINES - STAR SIDE - GOOD.

FAN ENGINE (BOILER TOP) - GOOD.

CIRC<sup>G</sup> PUMP ENG (PORT SIDE AFT) - GOOD.

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

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

MAIN FOR<sup>P</sup> - AFT. 18-4-56 - Good.

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Good.

Mountings, Doors & Fastenings

Good

Safety Valves Adjusted to

Sat.

220 LBS/IN<sup>2</sup>

Spr.

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?

YES.

Forward 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)

Main thrust aft bearing retapped  
LP cylinder ball rib, between LP receiver and cylinder at top,  
found cracked, now repaired by 'METALOCK' process - considered satisfactory.  
Aft boiler main stop valve spindle and fwd boiler aux<sup>l</sup> stop spindles renewed.  
Additional main engine H.D. bolts fitted at Owner's request. Coupling between  
M.E. and thrust, disconnected to check alignment, subsequently, when  
turning M.E., readings taken at coupling face varied .008", indicating  
that crankshaft was untrue. Crankshaft then removed ashore  
to Jife Forge Co. Ltd. where it was machined true - see Leith Cert.  
No. C. 462 herewith. Crankshaft subsequently replaced,  
bedded in position, aligned to thrustshaft, coupling  
bolt holes reamed & new bolts fitted. Main engine  
examined under working conditions and all  
parts found satisfactory

Survey fees ... M.S. £22-0-0

B.S. £10-0-0

ELECT. £6-0-0

REPAIR £10-0-0

Expenses... £1-5-0

Date when A/c rendered



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Foundation