

12. 7. 56.
alberteen

Received London
No. of visits 19.

Port alberteen No. 23992
First date 15-3-56 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
made 1944 By C.D. HOLMES & Co Ld - Hull Port of Registry HARWICH.
Type 3 CYL - TRIPLE EXP^m

Engines 1 No. of Screws 1
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. (O.C.) 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 Good Wear Down of Stern Bushes 0.050" Oil Glands NOT REMOVED Sea Connections Good
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? ✓

ENGINES (Recip. Steam or I.C.)	PORT	STARBOARD
crankshafts, Pistons & Rods	<u>All - Good</u>	
Gears	<u>All - Good</u>	
connecting Rods, Guides & Side	<u>All - Good</u>	
Centres	<u>All - Good</u>	
Side	<u>All - Good</u>	
Centres	<u>All - Good</u>	
Bearings	<u>All - Good</u>	

ENGINE DRIVEN AIR COMPRESSORS
crankshafts, Pistons & Rods
connecting Rods & Top Ends
Bearings
Safety Devices

ENGINE DRIVEN SCAVENGE PUMPS
crankshafts, Pistons & Rods
connecting Rods & Top Ends
Bearings

WATER BLOWERS
VALVES
TURBINES
Motors, Blading, Bearings & Thrusts

STEAM TURBINES (WITH RECIP. ENGINES)
COMPRESSORS
VALVES & HYDRAULIC COUPLINGS
GEARING
BLOCKS, SHAFTS & BEARINGS Good
DIAPHRAGM SHAFTS & BEARINGS Good
DOWN BOLTS & CHOCKS Good
VALVES (MAIN ~~ENGINE~~) Good
HEATERS
MANOEUVRING VALVES Good
ENGINE DRIVEN PUMPS Good
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
+ L.M.C. 5.56
(with endorsement)

T. D. Morris
Engineer Surveyor to Lloyd's Register of Shipping

Noted for Header



Essential Independent Pumps (Identify by position) **TWO WEIRS FEED PUMPS - PSF - GOOD. ONE G.S. PUMP - PS. - GOOD. ONE CIRC^G. PUMP - PS. - GOOD. ONE DUPLEX FIRE PUMP, S.S. - GOOD. TWO O.F. PRESS PUMPS BLRFRMSS - 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) **O.F. - 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^P - AFT. STM. GEN. ENGINES - STAR SIDE - GOOD. FAN ENGINE (BOILER TOP) - GOOD. CIRC^G PUMP ENG. (PORT SIDE AFT) - GOOD.**

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators	/		l Generators & Governors GOOD
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings GOOD
d Motors			o Circuit Breakers
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 **FOR^P - AFT. 18-4-56 - GOOD** AUXILIARY, DONKEY or PRESS

Superheaters
 Safety Valves **GOOD**
 Mountings, Doors & Fastenings **GOOD**
 Safety Valves Adjusted to Sat. **220 LBS/SQ"**
 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** 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)

**main thrust aft bearing re-metalled
 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^l 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 Feith 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**



LEAVE THIS SPACE BLANK

Survey fees ... M.S. £22-0-0
 B.S. £10-0-0
 ELECT. £6-0-0
 REPAIR damage fee ... £10-0-0
 Expenses... .. £11-5-0

Date when A/c rendered