

Rpt. 9

30 JUN 1958

Date of writing report 24th June, 1958.

Received London

Port CARDIFF.

No. 60525

Survey held at NEWPORT, MON.

No. of visits 22

First date 17th April Last date 16th June, 1958.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 08579 Name <sup>S.S.</sup> ~~M.V.~~ S.T. "EAGLESDALE" Gross tons 8030 Date of build 1 - 1942

Owners The Admiralty Managers - Port of Registry London

Engines made 1942 By Richardsons, Westgarth, Hartlepool Type T. 3 Cy.

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 3 SB W.P. 220 lb. Spt. Records of Survey & Special Notations as per Register Book

No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Both.

Nature of Survey ES. & MBS.

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

Last Report (For Head Office only)

Hull	Machinery
100 A1	LMC
Carrying petroleum in bulk	5-54
9-57	M 10-57
S.S. Nwc 5-54	CL 7-56N SPS 10-57
	OF 12-41
	Mchy. aft.

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 3/32" OIL Glands Sea Connections

Fastenings Good Has Screwshaft/Tubeshaft been drawn? No 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 ~~KO~~ PORT STARBOARD

1 Cyls., Covers, Pistons & Rods HP. LP. MP. Good

2 Valves & Gears LP. Good

3 Connecting Rods, Top Ends & Guides Side Centre HP. LP. MP. Good

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~~

~~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 Good

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.) Both Good (tested)

27 STEAM RE-HEATERS Good (tested)

28 DE-SUPERHEATERS Good

29 STOP & MANOEUVRING VALVES Good

30 MAIN ENGINE DRIVEN PUMPS

31 CHANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? No

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in good working order and eligible in my opinion to remain as now classed with fresh records of MBS 6-58 and ES 10-57.

Date of Committee TUESDAY 22 JUL 1958

Decision ES 10. 57 MBS 6. 58

50m. 6. 55. T. (MADE AND PRINTED IN ENGLAND.)

CERTIFICATE WRITTEN

Noted for Reader



003075-003082-0159 1/2

Yes  
Now  
Has a Survey also been held on Ship?  
If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent. Yes to Owner.

22 Essential Independent Pumps (Identify by position) Main pumproom bilge, forward pumproom transfer (2), stbd. bilge, Oil fuel transfer, both oil fuel service, sea water circulating - All Good.

23 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

24 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

25 Fresh Water Coolers Distiller Good (tested) 26 Heaters (state service) Boiler feed Oil fuel All Good (tested)

27 Independent Air Compressors, Coolers & Safety Devices

28 Air Receivers & Safety Devices

29 Oil Fuel Tanks (Not for a part of deck structure)

30 Evaporator Good 31 Have Evaporator Safety Valves been tested under steam? Yes

32 Steering Machinery 33 Windlass Good 34 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD	PORT	STARBOARD
a Generators		i 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 Port & Stbd. 28.4.58, Fwd. 14.5.58. AUXILIARY, DONKEY or PRESS

All Good

Superheaters All Good

Safety Valves All Good

Mountings, Doors & Fastenings All Good

Safety Valves Adjusted to Sat. 220 lbs/sq. inch

Spt. 220 lbs/sq. inch

Boiler Securing Arrangements All Good

MAIN ECONOMISERS

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps

Were Saturated Steam Pipes in cylindrical boiler smoke boxes 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 & Tear Repairs.

HP. guide shoe re-metalled.

New cast iron sea water circulating pump casing fitted.

Boiler feed water filter tank renewed.

Other minor repairs carried out to machinery and boiler.

ES due 5.58 partly full 10.57 now completed.

MBS due 10.58 now held.

It is submitted that this vessel is eligible to remain as CLASSED, with fresh records of ES. 10.57 as previously recommended MBS. 6.58 now.

LEAVE THIS SPACE BLANK

16.7.58

Survey fees Part ES £23. 0. 0.

MBS £30. 0. 0.

Damage fee

Expenses... £ 5. 10. 0.

Date when A/c rendered... 27.6.58

SHIP'S NAME "EAGLESDALE" DATE OF DRILLING 30th April, 1958

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses. The thicknesses are in hundredths of an inch. Drillings to be made in accordance with rules.

No.4 Cargo Tank

STRAKE	POSITION	Letter	AMIDSHIPS Pts. 92			FORWARD			AFT			REMARKS
			Original Thickness	Thickness by Drilling Port	Thickness by Drilling Stbd.	Diminution if any Port	Diminution if any Stbd.	Original Thickness	Thickness by Drilling Port	Thickness by Drilling Stbd.	Diminution if any Port	
Bridge Sheerstrake												
Bridge Strake below												
Sheerstrake		K	.94	.95	.95	.0	.0					
1st Strake below		J	.78	.78	.68	.0	.10					
2nd "		H	.63	.55	.55	.08	.08					
3rd "		G	.65	.65	.60	.0	.03					
4th "		F	.63	.63	.65	.0	.0					
5th "		E	.64	.60	.63	.04	.01					
6th "		D	.70	.65	.63	.05	.07					
7th "		C	.70	.70	.70	.0	.0					
8th "		B	.70	.65	.60	.05	.10					
9th "		A	.70	.68	.63	.02	.07					
10th Keel			.97	.90	-	.07	-					
11th "												
12th "												

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS IN OIL TANKERS-IF DRILLED

No.3 Cargo Tank No.1 Cargo Tank

STRAKE	POSITION	Letter	FORWARD TANK Pts. 141/142			AFTER TANK Pts. 52/53			REMARKS				
			Original Thickness	Thickness by Drilling Port	Thickness by Drilling Stbd.	Diminution if any Port	Diminution if any Stbd.	Original Thickness		Thickness by Drilling Port	Thickness by Drilling Stbd.	Diminution if any Port	Diminution if any Stbd.
Bridge Sheerstrake													
Bridge Strake below													
Sheerstrake		K	.88	.86	.86	.02	.02	.94	.93	.93	.01	.01	
1st Strake below		J	.70	.65	.71	.05	.0	.78	.75	.70	.03	.08	
2nd "		H	.60	.56	.50	.04	.10	.63	.53	.55	.10	.08	
3rd "		G	.63	.55	.52	.08	.11	.63	.63	.60	.0	.03	
4th "		F	.60	.62	.62	.0	.0	.63	.60	.60	.03	.03	
5th "		E	.61	.65	.61	.0	.0	.64	.60	.58	.04	.06	
6th "		D	.63	.65	.57	.0	.06	.64	.60	.63	.04	.01	
7th "		C	.77	.76	.78	.01	.0	.64	.65	.63	.0	.01	
8th "		B	.77	.75	.70	.02	.07	.70	.63	.63	.07	.02	
9th "		A	.77	.79	.75	.0	.02	.70	.63	.70	.07	.0	
10th Keel			.97	.92	-	.05	-	.97	.91	-	.06	-	
11th "													
12th "													

James W. Key  
Surveyor to Lloyd's Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length amidships and comparison with original thicknesses.

No.7 Cargo Tank No.1 Cargo Tank

STRAKE	POSITION	Letter	FORWARD Pts. 129/130			AFT Pts. 53/54			REMARKS				
			Original Thickness	Thickness by Drilling Port	Thickness by Drilling Stbd.	Diminution if any Port	Diminution if any Stbd.	Original Thickness		Thickness by Drilling Port	Thickness by Drilling Stbd.	Diminution if any Port	Diminution if any Stbd.
Stringer Plate			.92	.81	.80	.11	.12	.78	.65	.65	.13	.13	Plate marked (40) recommended for
1st Strake Inboard			.60	.46	.55	.14	.05	.60	(40)	.53	(20)	.07	renewal and adjacent plates
2nd "			.86	.78	.78	.08	.08	.72	.59	.60	.13	.12	have been drill tested and
3rd "			p.72 s.60	.75	.65	.0	.0	p.72 s.60	.60	.46	.12	.14	found good. (See letter 3.5.58)
4th Centre			.72	.72	-	.0	-	.72	.63	-	.09	-	
5th "													
6th "													

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

