

Rpt. 9

Date of writing report 24.12.57

Survey held at London

6 JAN 1958

Received London 30.12.57

No. of visits 3

Port LONDON

First date 10.12.57

Last date 16.12.57

No.

137098

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 31986 Name ~~NEW~~ "TYNDALL"

Gross tons 1314 Date of build 1932-9

Owners Central Electricity Authority Managers Stephenson Clarke Ltd.

Port of Registry London

Engines made 1932 By J. Dickinson & Sons Ltd., Sunderland

Type Triple Expansion 3 cyl.

No. of Main Engines No. of Screws

No. of Main Boilers 1 SB W.P. 200lb

No. of Aux./Donkey Boilers 1D W.P. 100lb

Surveyed Afloat or in Dry Dock Drydock

Nature of Survey Damage

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	
*100A1	3-57	*LMC.	4-54
S.S. Gms.	4-54	MBS	3-57
		DBS	3-57
		TS(CL)	3-55
		SPS	4-54

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 Close fit Oil Glands - Sea Connections -  
Fastenings Good Has Screwshaft ~~been~~ been drawn? Yes Date of Examination 13.12.57 Has Shaft been changed? No  
Has Shaft now fitted been previously used? - Has Shaft now examined ~~been~~ a continuous liner? Yes Approved oil gland? No

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

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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is eligible in my opinion to remain as now classed, with fresh record of Tailshaft (Continuous Liner) 12-57, subject to Bronze Propeller being dealt with at the Special Survey due 4.58.

Date of Committee

Decision

THURSDAY 16 JAN 1958

As above Subject

T51257

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

CD

Engineer Surveyor to Lloyd's Register of Shipping

I. BARNICOAT

003138-003146-0263



- 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..... 40 Auxiliary.....
- 39 Air Receivers & Safety devices—Main.....
- 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.....			
c Air Coolers.....			m Motors.....
d Motors.....			
e Air Coolers.....			n Switchboards & Fittings.....
f Control Gear, Cables, etc.....			o Circuit Breakers.....
g Insulation Resistance.....			p Cables.....
h Insulating Oil Test.....			q Insulation Resistance.....
i Overspeed Governors.....			r Steering Gear Generators and Motors.....
j Magnetic Couplings.....			s Navigation Light Indicators.....
k Air Gap.....			

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

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters.....	
Safety Valves.....	
Mountings, Doors & Fastenings.....	
Safety Valves Adjusted to { Sat..... Spt.....	
Boiler Securing Arrangements.....	Exhaust Gas Heated Economisers.....
Main Economisers.....	Steam Generator Safety Valves Adjusted to.....
Steam Heated Steam Generators.....	Forced Circulating Pumps.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules?.....	Funnel.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....	

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)

Damage stated to have been sustained through contact with M.S. "SENATOR" which was at anchor off Gravesend whilst the "TYNDALL" was proceeding, light, from Battersea to Grimsby on the 6.12.57. It was stated that the "TYNDALL"'s propeller became entangled in the "SENATOR'S" anchor cable which parted, entwining itself around propeller and shaft.

NOW DONE FOR DAMAGE:- Screwshaft withdrawn, placed in lathe found satisfactory and refitted. Thrust and thrustshaft examined, also main engine crankshaft, webs and shrink fits found satisfactory. Bronze (4 bladed) propeller leading edges found scarred and indented and one blade tip found set aft very slightly. The spare cast iron propeller was not available without some delay to the vessel. Temporary repairs only were effected at the request of the Owners, by dressing the leading edges of all four blades. It is recommended therefore that the propeller be dealt with at the Special Survey due 4-58. Owners advised - considered efficient meantime.

REPAIRS WEAR & TEAR:- Screwshaft liner ridge at overhang skimmed off. Sternbush rewooded. Sundry minor repairs effected.

LEAVE THIS SPACE BLANK

Survey fees ...  
Damage fee ... £18.18.0.  
Expenses... 6.0.

Date when A/c rendered.....

- 1 JAN 1958

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