

Rpt. 9

12 MAY 1960

Date of writing report 6.5.60.

Received London

Port NEWCASTLE UPON TYNE

No.

Survey held at South Shields

No. of visits 7

First date 20.4.60

Last date 3.5.60.

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 33019 S.S. "THE EARL" Gross tons 926 Date of build 6-1936  
Owners J. Hay & Sons Ltd. Managers -  
Engines made 6-1936 By Ailsa S.B. Co. Troon. Port of Registry GLASGOW  
No. of Main Engines 1 No. of Screws 1 Type T3 cy. 13 1/2" 22 1/2" 38" x 30"  
No. of Main Boilers 1 W.P. 215 lb. 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 MBS/TS/Dkg./Gen. Examn./Damage  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Hull	Machinery
+100A1	+ LMC
SS 4/56	ES 4/56
Dkg. 3/59	MBS 3/59
	CL 3/59
	sp. 4/56

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 Propeller: Good Wear Down of Stern Bushes .040" Oil Glands - Sea Connections Good  
Fastenings Good Has Screwshaft Tabeshaft been drawn? Yes Date of Examination 20.4.60 Has Shaft been changed? No  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No  
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD  
1 Cyls., Covers, Pistons & Rods H.P. - Good  
2 Valves & Gears H.P. - Good  
3 Connecting Rods, Top Ends & Guides Side All - Good  
4 Crankpins & Bearings Side  
Centre  
5 Journals & Bearings (08.4.60) - Good  
MAIN ENGINE DRIVEN AIR COMPRESSORS  
6 Cyls., Covers, Pistons & Rods Good  
7 Connecting Rods & Top Ends Good  
8 Crankpins & Bearings Good  
9 Journals & Bearings Good  
10 Coolers & Safety Devices Good  
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 & MANOEUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes

## OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, as now seen, is in safe working condition and eligible in my opinion to remain as now classed, with fresh record of TS (CL) 4/60 and MBS 5/60 and eligible for deferment of Engine Special Survey until April, 1961.

Date of Committee

Decision

TUESDAY 21 JUN 1960

Deferred for ES  
Jan TS 4/60 MBS 5/60

50m, 6.56. T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

T. McGINNESS.

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Lloyd's Register  
Foundation

003217-003222-0080 1/2

If certificate is required state where to be sent.



22 Essential Independent Pumps (Identify by position) .....

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 ..... 26 Lub. Oil Coolers ..... 27 Heaters (state service) .....

28 Independent Air Compressors, Coolers & Safety Devices .....

29 Air Receivers & Safety devices—Main ..... 30 Auxiliary .....

31 Oil Fuel Tanks (Not forming part of hull structure) .....

32 Evaporators ..... 33 Have Evaporator Safety Valves been tested under steam? .....

34 Steering Machinery ..... 35 Windlass ..... 36 Fire Extinguishing Arrangements .....

AUXILIARY ENGINES (Identify by position) .....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
a Generators		AUXILIARY EQUIPMENT	
b Exciters		1 Generators & Governors	
c Air Coolers		m Motors	
d Motors		n Switchboards & Fittings	
e Air Coolers		o Circuit Breakers	
f Control Gear, Cables, etc.		p Cables	
g Insulation Resistance		q Insulation Resistance	
h Insulating Oil Test		r Steering Gear Generators and Motors	
i Overspeed Governors		s Navigation Light Indicators	
j Magnetic Couplings			
k Air Gap			

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

MAIN Good - (21.4.60) ..... AUXILIARY, DONKEY or PRESS .....

Superheaters ..... Good

Safety Valves ..... Good

Mountings, Doors & Fastenings ..... Good

Safety Valves Adjusted to Sat. 215 lbs. (3.5.60) ..... Spt. ....

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? Coal fired ..... 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)

W & T Repairs: Main boiler: Approx. 20 stay nuts removed and rejoined. 8 rivets removed centre c.c. landing edge (back), fractures cut out & welded & rivets replaced. Tailshaft: Liner skimmed & stern bush rewooded all round.

Damage: Propeller: Damage stated to have been caused by wire fouling propeller, time and place not stated, also to propeller striking submerged object time and place not stated.

Found: C.I. Propeller boss face slightly rubbed and rounded. Two blades broken 6" & 10" broken off.

Now done: Spare C.I. propeller fitted to tailshaft, with and without key and found satisfactory. No marks readable on spare prop. but found satisfactory on hammer test and examination. Tailshaft placed in lathe and tested - found satisfactory.

General Examination: (See letter dated 4.4.60).

Propeller and outside fastenings examined.

Survey fees M.B.S. £ 8. 0. 0

Repairs £ 5. 0. 0

Gen.Examn. £10. 0. 0

Damage fee ..... £15.15. 0.

Expenses... ..

Date when A/c rendered 23 MAY 1960

on the ~~S.S.~~/M.S. "THE EARL"

Windlass and steering gear generally examined, tried under working conditions.

Electric installation megger tested.

Fire extinguishing arrangements examined.

Main engines tried working.

Log book examined and machinery found to have been operating satisfactorily.

The above machinery was found in good working condition and in my opinion the request for deferment of Engine special Survey until April, 1961, merits the favourable consideration of the Committee.

*J.L. Simons.*