

WRECK SECTION

/NK

Rpt. 9

11 MAR 1960

Date of writing report 7.3.60.

Received London

Port NEWCASTLE-ON-TYNE

No. 116879

Survey held at South Shields

No. of visits 10

First date 17.2.60.

Last date 3.3.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33018 Name S.S. "THE DUKE" Gross tons 820 Date of build 7-1927

Owners J. Hay & Sons Ltd. Managers - Port of Registry Glasgow

Engines made 7-1927 By Ailsa S.B. Co. Ltd. Troon Type T3 cy. 15" 25" 42" x 30"

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

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

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat/Beached.

Nature of Survey MBS & Repairs/T.S.

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

Last Report (For Head Office only)

Hull	Machinery
*100A1	* LMC
Dr. 12/51 S.S. 2/57	E.S. 2/57
Dkg. 2/59	MBS 5/59
	CL 2/57
	sps 2/57

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 .040 Oil Glands - Sea Connections -

Fastenings - Has Screwshaft Tube been drawn? Yes Date of Examination 1.3.60. Has Shaft been changed? No

Has Shaft now fitted been previously used? - Has Shaft now examined continuous liner? Yes Approved oil gland? -

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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? No

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 T.S. (C.L.) 3/60, and M.B.S. 3/60 without condition regarding the main boiler front end plate below centre furnace.

Date of Committee THURSDAY 24 MAR 1960

Decision MBS 3. 60 without spl cdr TS 3. 60

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 The Shipping Register
 Foundation
 T. McGINNESS
 003311-003320-0203

If certificate is required state where to be sent.

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

39 Air Receivers & Safety devices—Main

40 Auxiliary

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)

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
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 **Good (3.3.60.)**

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves **Good**

Mountings, Doors & Fastenings **Good**

Safety Valves Adjusted to Sat. **200 lbs.**

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)

S.R.L. Boiler front end plate below centre furnace to be specially examined again by 2/60 (6 months) limit).

Now done for S.R.L: Boiler examined under steam and small fracture found below centre furnace approx. 2" from original repair. Boiler was blown down and end plate thoroughly examined internally at flange and found generally wasted under centre furnace for approx. 2' of radius. A section 3' long was cut out of end plate and new piece inserted. The new section was cut out of 7/8" boiler plate, marked Lloyds No. 5788 - Cast No. 4876 (Certificate sighted) and flanged at N.E. Marine Eng. Co. Wallsend. Welding and riveting were carried out satisfactorily and workmanship was good. Boiler was tested hydraulically and under steam, when the patch was examined and hammer tested - all found satisfactory. This item to be deleted from S.R. List.

W.T. Repairs:- All plain tubes and 14 stay tubes renewed - Certificate sighted. Several landing edge fractures found on c.c. back plates - old repairs cut out and approx. 2' of seam each side re-welded.

Approx. 40 rivets renewed in way.

Tailshaft: Liner skimmed to remove ridge and taper - Stern bush rewooded all round to suit.

LEAVE THIS SPACE BLANK

Survey fees **M.B.S. £8. 0. 0.**
T.S. £5. 0. 0.
Repairs £8. 0. 0.

Damage fee

Expenses

Date when A/c rendered

