

WRECK  
SECTION

/NK

Rpt. 9

11 MAR 1960

Date of writing report 7.3.60.

Received London

Port NEWCASTLE-ON-TYNE

No.

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)

\*100A1

Dr. 12/51 S.S. 2/57

Dkg. 2/59

\* LMC

E.S. 2/57

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 with a 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

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? 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 ckn  
TS 3. 60



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			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.....  
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.

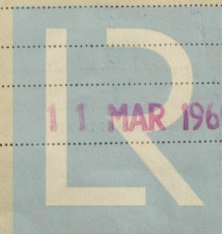
Tailshaft: Liner skimmed to remove ridge and taper - Stern bush rewooded all round to suit.

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.....



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