

15 AUG. 1962

Rpt. 9

Date of writing report 31.7.62. Received London Liverpool No. 159641
Survey held at Liverpool No. of visits 3 First date 19.7.62 Last date 20.7.62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 62894 Name S.S. "GLENCULLEN" Gross tons 466 Date of build 1921 10
Owners Alliance & Dublin Consumers Gas Co. Managers Port of Registry Dublin

Engines made 1921 By Lytham S.B. & E. Co. Ltd. Type T3Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1SB W.P. 1801b

No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Repairs
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	6,61	+IMC	9,58
SS	Dr 9,58	BS M	6,61 6,62
		TS CL	6,61
		s.p.s.	7,60

9550 - Dub

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.

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

DOCKING Propellers..... Wear Down of Stern Bushes..... Oil Glands..... Sea Connections.....
 Fastenings..... Has Screwshaft Tubeshaft been drawn?..... 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 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.....

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?

CONFINED TO OVERLEAF

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is eligible in our opinion to remain as now classed, without fresh record of survey.

Date of Committee LIVERPOOL 14 AUG 1962
Decision As now

Noted for Header

R. Gregory
Engineer Surveyor to Lloyd's Register of Shipping
Foundation

- 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			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 _____ **AUXILIARY, DONKEY or PRESS** _____

Superheaters _____

Safety Valves _____

Mountings, Doors & Fastenings _____

Safety Valves Adjusted to { Sat. _____
Spt. _____

Boiler Securing Arrangements _____

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? _____ Forced Circulating Pumps _____

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? _____ Funnel _____

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)

At the Owners' request attended on board to examine fracture to port furnace combustion chamber flange of the main boiler extending from the inboard flange caulking edge to rivet hole third rivet down from tube plate scarp. It was also noted that the caulking edge of the seam was opened up.

Now Done.

Rivet in way of fracture removed, fracture cut out and welded up. New rivet inserted. Seam caulked and welded up, Approximately 9" above and below the defect and in way of scarp joint. Seam further caulked approximately 2' above and below the welding and all rivets in way of caulked. 3rd row stays down, on inboard wrapper plate caulked and nuts re-jointed. Lower row of stay tubes and several plain tubes re-expanded, as found necessary.

On completion of repair the boiler was examined under steam and found sound and tight.

LEAVE THIS SPACE BLANK

Survey fees £12-0-0
Special attend. £4-4-0

Damage fee ...
Expenses... £1-2-0

Date when A/c rendered - 8 AUG 1962

L.S. (due 9/62) examined 9/6/62
KOT c. done.
Repairs
c. boiler furnace repaired.
W.T.T.
ca was
127
16/8/62

