

Rpt. 9

Date of writing report 5th Dec. 1958

Received London

Port CARDIFF

No. 60694

Survey held at CARDIFF & PENARTH

No. of visits 14

First date 30. 6. 58 Last date 3. 12. 58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 64875 S.S. "INDIUM"

Gross tons 207 Date of build 1924 - 8

Owners J. & R. Griffiths, Ltd.

Managers --

Port of Registry Liverpool

Engines made 1924 By MacColl & Pollock, Ltd.

Type C 2Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1SB. W.P. 130 lb.

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey MBS., SPS. & REPAIRS.

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

Last Report (For Head Office only)

Hull
* 100 Al
fitted for pumping &
carrying sand in bulk.
For service in the Bristol
Channel-limit seawards
Milford Haven
9,57
s.s. 3ws. 11,58
(Dr) 6,48

Machinery

* LMC.

11,56

M 1,56

O.G. 9,57

Machy. aft.

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..... 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, { Side.....
Top Ends & Guides { Centre.....4 Crankpins & { Side.....
Bearings { 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?.....

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is in good condition and eligible in our opinion to remain as classed, and to have the records of MBS. 12,58 and Steampipe Survey 12,58.

The notation Main Boiler made 1930, Refitted 12,58 should also be entered in the Register Book together with the working pressure of 130 lbs per sq. inch.

Date of Committee TUESDAY 20 JAN 1959

Decision MBS 12,58

SPS 12,58

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

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping

+ NB made 1930, refitted '58

003429-003433-0122 1/2

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 Independent Air Compressors, Coolers & Safety Devices

37 Air Receivers & Safety devices—Main

38 Oil Fuel Tanks (Not forming part of hull structure)

39 Evaporators

40 Steering Machinery

36 Lub. Oil Coolers

37 Heaters (state service)

40 Auxiliary

43 Have Evaporator Safety Valves been tested under steam?

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

MAIN 4.11.58 - Good

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings 130 lbs. per sq. in.

Safety Valves Adjusted to Sat.

Spt.

Boiler Securing Arrangements Good

Main Economisers

Steam Generator Safety Valves Adjusted to

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

None

Forced Circulating Pumps

Good

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Copper (tested 260 lbs)

Auxiliary (over 3 in. bore) Copper (tested 260 lbs).

Were Copper Pipes annealed? Yes

Have Saturated Pipes in cylindrical boiler smoke boxes been tested? None

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)

A single two furnace Scotch Boiler No. 452 removed from Steam Trawler "SALLY Mc CABE" (ex "OCEAN VIM") made 1930 by Messrs. Hall, Russell Ltd., Aberdeen, now fitted in vessel.

All mountings from old boiler including safety valves, 2 at 2 1/2" diameter, now fitted. The boiler securely fitted in vessel, and after reconditioning, tried under steam and safety valves adjusted to 130 lbs. per sq. inch. to suit the working pressure of the engines.

The boiler was originally constructed for 200 lbs. per sq. inch. Now done:- Scantlings of boiler checked and found to correspond with attached plan.

The boiler was examined internally and externally together with manhole, doors and their fastenings and the following repairs now carried out:-

All plain and stay tubes renewed, stay tube holes in both front and back tube plates built up with electric welding, dressed up, and retapped.

Port and starboard furnaces - grooving in gourd necks cut out and built up with electric welding. One dome stay missing now renewed.

All main and auxiliary steam pipes (copper solid drawn) annealed, re-set as found necessary, and tested as per Rule requirements - one length renewed. Sundry other minor repairs effected.

Survey fee

Examination and fitting of reconditioned boiler £ 22. 1. 0.

Damage fee

3.16. 0

Expenses...

Date when A/c rendered

2 DEC 1958

Rpt-2a Cont. Sheet

Port of CARDIFF.

Continuation of Ship/Mchy. Report No. 60694

Continuation of Report No.

dated

9. 12. 58.

on the

on the S.S./M.S.

"INDIUM"

Copper feed pipes annealed, re-set, examined and tested.

1 cast steel manifold for steam line renewed, stamped for identification - Lloyds Tested 400 lbs. 8062 CFF. AJC. 21.11.58.

On completion of repairs the boiler was tested hydraulically to working pressure and found satisfactory. The boiler was eventually tested under steam and the safety valves adjusted to 130 lbs. per square inch.

The main and auxiliary machinery was seen under working conditions and found satisfactory. Original boiler removed and scrapped - shell plating badly wasted (see letter 3 attached).

Note:- The safety valves are fitted on side of the steam dome, the diameter of the aperture being 3 1/2" this gives adequate area for the boiler at the working pressure of 130 lbs per square inch.

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