

Rpt. 9 /MC
Date of writing report 23rd June 1956
Survey held at SOUTH SHIELDS
Received London 5 JUL 1956
Port NEWCASTLE-ON-TYNE
First date 29th MAR 56 Last date 15th JUNE 1956
No. of visits 20
No. 113523

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 16831 Name "K Y L O E"
Owners Sharp S.S. Co. Ltd.
Engines made 1930 By Smiths Dock Co. Ltd., S/BANK, MIDDLESBROUGH
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2SB W.P. 180 lbs.sq.in.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey DAMAGE, LMC, DOCKING, O.F.
Was Damage Report issued? No Int. Cert. Yes CONVERSION
Last Report (For Head Office only)

Gross tons 2867 Date of build 1930 - 3
Port of Registry NEWCASTLE
Type T 3 CY 21" x 35" x 57 1/2" x 42"

Records of Survey & Special Notations as per Register Book

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 RE-WOODDED Oil Glands - Sea Connections GOOD
Fastenings GOOD Has Screwshaft been drawn? YES Date of Examination 25/5/56 Has Shaft been changed? NO
Has Shaft now fitted been previously used? - Has Shaft now examined/YES a continuous liner YES Approved oil gland? NO

MAIN ENGINES (Recip. Steam) ~~XXXXXX~~ ~~XXXXXX~~

1 Cyls., Covers, Pistons & Rods ALL GOOD
2 Valves & Gears ALL GOOD
3 Connecting Rods, Top Ends & Guides ALL GOOD
4 Crankpins & Bearings Side ALL GOOD
Centre ALL GOOD
5 Journals & Bearings ALL GOOD

~~MAIN ENGINE DRIVEN PUMPS~~

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

~~MAIN ENGINE DRIVEN PUMPS~~

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

~~BLASTING BLOWER~~

~~MAIN ENGINES~~

~~MAIN ENGINES~~

16 Casings, Rotors, Blading, Bearings & Thrusts

~~EXHAUSTS, STEAM CORROSION, VALVE REPAIR, COPIES~~

~~STEAM TURBINES~~

~~REPAIRS TO STEAM TURBINES~~

~~REDUCTION BEARING~~

23 THRUST BLOCKS, SHAFTS & BEARINGS GOOD

24 INTERMEDIATE SHAFTS & BEARINGS GOOD

25 HOLDING DOWN BOLTS & CHOCKS GOOD

26 CONDENSERS (MAIN & AUX.) TESTED GOOD

~~STEAM TURBINES~~

~~DESUPERHEATERS~~

29 STOP & MANOEUVRING VALVES GOOD

30 MAIN ENGINE DRIVEN PUMPS GOOD

31 ~~CRANKCASE PUMPS, EXPANSION BEARING DEVICES~~

Have Main Engines been tested working and manoeuvring? YES

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this Vessel, so far as now seen, is in a safe Working Condition eligible, in our opinion, to remain as Classed with Fresh Records of L.M.C. 6/56 and Notations T.S. C.L. 5/56 and SPS. 6/56. Fitted for O.F. F.P. above 150° F 6/56.

Date of Committee TUESDAY 14 AUG 1956

Decision + LMC 6/56
55,56 SPS 6/56

30m, 6.55. T. (MADE AND PRINTED IN ENGLAND.)

Fitted for oil fuel 6.56 F above 150° F

CERTIFICATE WRITTEN

W. F. ROGERSON for self and F. Southern

J. W. Walker

Engineer Surveyor to Lloyd's Register of Shipping

W. F. ROGERSON. F. SOUTHERN.

J. W. WALKER.

Lloyd's Register Foundation

003434-003443-036313

If certificate is required state where to be sent

5-JUL1956

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REPAIRS "WEAR & TEAR" CONT:-

Ballast pump bucket rods renewed.

STEAM GENERATOR ENGINE:-

Piston rod and valve rod skimmed and piston valve chest bored out and new piston valve fitted.

AFTER FEED PUMP:-

Piston rods and one crosshead renewed. Cylinder slide valve faces and valves machined.

FORWARD FEED PUMP:-

Cylinders bored out and new pistons and rings fitted.

Slide valve faces and valves machined.

CIRCULATING PUMP:-

Piston & valve rods skimmed. Impeller shaft skimmed in way of packing and rubbing strips adjusted.

WINDLASS:-

Both top end bearings and pins renewed.

2 new eccentric rods fitted.

BOILER REPAIRS:-

Starboard Boiler Centre Chamber : one combustion chamber back stay and one plain tube renewed.

Port Chamber : Two combustion chamber back stays and one plain tube renewed.

Port Boiler Centre Chamber : Two combustion chamber back stays and one plain tube renewed.

Approximately 26 tubes expanded.

Corrugations of centre furnace built up with electric welding where pitted.

NOW DONE FOR O.F. CONVERSION:-

Vessel now fitted for burning O.F. in accordance with Rule Requirements, and approved diagrammatic drawings herewith.

Wallsend Howden DUPLEX O.F. burning unit No. F.4637 (NEWCASTLE Certificate No.52739)

and lighting up unit consisting of hand pump and heater satisfactorily installed.

All lead pipes in machinery and boiler space replaced with steel pipes.

Funnel damper removed. No woodwork in vicinity of funnel or uptakes.

Bunker and settling tank suction valves fitted with extended spindles leading

to outside of casing. Open and shut indicators and name plates fitted.

Flame arrester guaze covers fitted to air pipes of storage tanks.

All oil pipes conveying heated oil under pressure are situated above the platform in well lighted positions, fitted with flange couplings, and made of seamless steel.

On completion of installation, hot oil pipes and filling and suction lines hydraulically tested to 400 lbs. sq. in. and 100 lbs. sq. in. respectively.

O.F. Transfer pump stamped LLOYDS TEST 600 lbs. sq. in. 289504 R.M. 31/8/55

satisfactorily installed and fitted with suction connections to Port & Starboard

Cont. on Page 4.

Essential Independent Pumps (Identify by position) CONDENSER CIRC. PUMP. BOTH FEED PUMPS. BALLAST PUMP. ALL GOOD.

Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls GOOD

Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? YES

Heaters (state service) FEED. COIL TESTED & ANNEALED 360 LBS.SQ.IN. - GOOD

Independent Air Compressors, Coolers & Safety Devices

Air Receivers & Safety devices - Main

Oil Fuel Tanks (Not forming part of hull structure)

Evaporators GOOD Have Evaporator Safety Valves been tested under steam? YES

Steering Machinery GOOD Windlass GOOD Fire Extinguishing Arrangements GOOD

AUXILIARY ENGINES (Identify by position) INBOARD 10 K.W. STEAM GENERATOR ENGINE - GOOD OUTBOARD 3 CYL. 15 K.W. DIESEL GENERATOR ENGINE GOOD

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators		i Generators & Governors	GOOD
b Exciters		m Motors	-
c Air Coolers		n Switchboards & Fittings	GOOD
d Motors		o Circuit Breakers	-
e Air Coolers		p Cables	GOOD
f Control Gear, Cables, etc.		q Insulation Resistance	GOOD
g Insulation Resistance		r Steering Gear Generators and Motors	-
h Insulating Oil Test		s Navigation Light Indicators	GOOD
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 BOTH - 11/6/56 Good

Superheaters

Safety Valves GOOD

Mountings, Doors & Fastenings GOOD

Safety Valves Adjusted to Sat. 180 LBS.SQ.IN.

Spt. -

Boiler Securing Arrangements GOOD

Main

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

Were Copper Pipes annealed? YES

Have Saturated Pipes in cylindrical boiler smoke boxes been tested? -

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main COPPER TESTED 360 LBS.SQ.IN. - 4 1/2" DIA. Auxiliary (over 3 in. bore) COPPER TESTED 360 LBS.SQ.IN. 3" DIA. GOOD

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)

DAMAGE:-

Stated to have been sustained due to contact with propeller on the 3rd August 1955 at LEITH.

NOW DONE FOR DAMAGE:-

Vessel in Dry Dock. Screwshaft drawn in, examined and placed in lathe, tested for truth.

DAMAGE FOUND:-

Piece broken off one blade of propeller.

DAMAGE REPAIRS:-

Spare propeller stamped 4996 18/6/51 2649 T.A.C. now fitted. Propeller fitted to

screwshaft without and with key.

NOW DONE FOR T.S. SURVEY:-

Screwshaft liner skimmed and sternbush rewooded.

REPAIRS "WEAR & TEAR":-

L.P. ahead eccentric sheave and strap renewed.

Attached bilge pump cylinders renewed.

Diesel generator driving coupling, coupling bolts, and rubber bushes

renewed.

Cont. on Page 3.

Survey fees M.S. £18. 0. 0d

B.S. £10. 0. 0d

ELEC. £ 6. 0. 0d

O.F. CONVERSION. £25. 0. 0d

Damage fee

Expenses...

Date when A/c rendered 4 JUL 1956

LEAVE THIS SPACE BLANK

Date when A/c rendered

Date when A/c rendered

Date when A/c rendered

Date when A/c rendered

Date when A/c rendered

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NOW DONE FOR O.F. CONVERSION CONT:-

oily gutterway and drain tank.

PNEUMERCATOR sounding device fitted to settling tanks.

Steam smothering installation fitted in accordance with Rule requirements and diagrammatic drawing herewith with the exception that the installation was extended to include the machinery space by leading the perforated steam pipe into the machinery space along the tank top at after end of boilers.

Extended spindles fitted to steam control valves of O.F. Unit and transfer pump and steam smothering. All other requirements of fire extinguishing arrangement complied with.

Emergency diesel fire pump stamped LLOYDS 32719 R.C.B.2/6/56 fitted in forecastle.

4" dia G.M. suction valve fitted stamped LLOYDS TEST 100 lbs. sq.in. 1/6/56.

W.F.R. NEWCASTLE Certificate herewith.

On completion of installation, fire extinguishing and O.F. burning arrangements examined and tested under Working Conditions and found satisfactory.

Oily water separator, Whites Marine Eng. Co., No. M.E. 227 fitted on Port side of boiler room.

W.F. Rogerson for self & F. Southern.

T.W. Walker.

W. F. ROGERSON. F. SOUTHERN.

T.W. WALKER.

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.



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