

Rpt. 9

Date of writing report 8th May, 1962

Received London

Port KOBE

No. 10399

Survey held at Tamano

No. of visits 1

First date and

Last date 28th April, 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29956 Name M.V. "SARPEDON"

Gross tons 7215 Date of build 1931

Owners Ocean Steam Ship Co., Ltd.

Managers A. Holt & Co.

Port of Registry Liverpool

Engines made Cpn By Burmeister & Wain

Type 2 Oil Engines 4SA each 8Cy. 755 x 1500mm

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P. -

No. of Aux./Donkey Boilers 1 db W.P. 100 lbs

Surveyed Afloat or in Dry Dock Drydock

Nature of Survey CS, Completion of DBS(Docking)

Was Damage Report issued? - Int. Cert.? Yes, B1-78443

Last Report (For Head Office only)

copy attached.

Hull	Machinery
BS	MBS
SS Dr. 3,55 & 5,59	Engine CS 5,60
DS 8,61	Boilers d 5,61
	Tailshaft CL p 1,60 s 7,59
	2 Oil Engines

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 P. = 2.5mm S. = 5.1mm Oil Glands None Sea Connections Good

Fastenings Good Has Screwshaft/Tubeshaft been drawn? No 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) (C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides

4 Crankpins & Bearings

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 ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book CS (with date) on completion and DBS 4,62 as previously recommended now and that her Machinery Classification Record be continued in the Book.

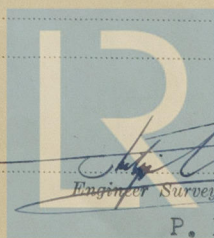
TUESDAY 12 JUN 1962

Date of Committee

Decision

20m, 10,61 T. (MADE AND PRINTED IN ENGLAND)

Noted for Header



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Engineer Surveyor to Lloyd's Register of Shipping

P. Mason

Rm.

003444-003444-0161

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..... ~~ADDITIONAL DONKEY OR PRESS~~ E.R. aft (See Shimoseki Report 9 No. 1986, dated 24th April, 1962)

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat. 100 lbs/in2
Spt.

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to Yes

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

Wear and Tear Repairs: Ship side plate corroded in way of boiler blow down cock spigot. Cock removed, shell built up by welding and cock refitted.

NOTE:- Donkey boiler survey commenced at Kokura, Japan and record of DBS 4,62 on completion recommended. Shimomoseki Report 9 No. 1986, dated 25th April, 1962 refers.

Now Done for Completion of DBS: Safety valves adjusted boiler examined under steam, water gauges tested, oil fuel burning system and remote controls examined under working conditions.

It is recommended that a record of DBS 4,62 (as previously recommended) be now made in the Supplement to the Register Book.

Condition of Class (No.188) - None

Appendix No.9:- (P) M.E. No.5 cylinder cover metalocked - nothing done this time but reported to be remaining satisfactory.

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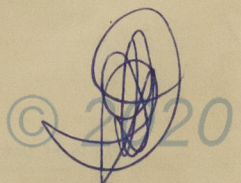
Survey fees CS £10,000.-
Part DBS 3,000.-
Wear & Tear Repairs 5,000.-

Damage fee ...

Expenses... 5,000.-

Date when A/c rendered

MAY 2 1962



Lloyd's Register Foundation