

Rpt. 9

Date of writing report 3rd. February, 1958.

Received London

Port Antwerp.

No. 33213

Survey held at Antwerp.

No. of visits 3

First date 29.I.58.

Last date 31.I.58.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29886 Name ~~SSV~~ "SUNFLEET".

Gross tons 939 Date of build 1929 10.

Owners Ouse S.S. Co. Ltd.

Managers E.P. Atkinson & Sons.

Port of Registry Goole.

Engines made 1929 10. By G. Clark Ltd. Ltd.

Type Steam Triple Expansion.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 SB. W.P. 180 lbs/0".

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

Surveyed Afloat or in Dry Dock DRYDOCKING.

Nature of Survey Dge. & Dkg.

Was Damage Report issued? no. Int. Cert.? yes.

Last Report (For Head Office only)

Hull	Machinery
*100A1.	*TMC. 12.54.
Goo (Dr) S.S. 12.54.	M. 9.57.
Dkg. 8.57.	CL. 8.57N.
	SPS. 12.54.

OW.

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 1.5 mm. Oil Glands - Sea Connections -  
Fastenings Good. Has Screwshaft/Tubeshaft been drawn? Yes. Date of Examination 30.I.58. Has Shaft been changed? No.  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted 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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel so far as now seen is in safe working order and eligible in my opinion to remain as classed with fresh record of TS.CL. 1.58 now.

Date of Committee

THURSDAY 27 FEB 1958

Decision

As above  
1.58.

30m.0.55. T. (MADE AND PRINTED IN ENGLAND.)

Noted  
for  
Header

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Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

003450-003457-0027.

If certificate is required state where to be sent



21 Essential Independent Pumps (Identify by position).....  
22 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....  
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).....  
Independent Air Compressors, Coolers & Safety Devices.....  
38 Air Receivers & Safety devices—Main..... 40 Auxiliary.....  
Oil Fuel Tanks (Not forming part of hull structure).....  
41 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....  
42 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators.....			1 Generators & Governors.....
b Exciters.....			
c Air Coolers.....			m Motors.....
d Motors.....			
e Air Coolers.....			n Switchboards & Fittings.....
f Control Gear, Cables, etc.....			o Circuit Breakers.....
g Insulation Resistance.....			p Cables.....
h Insulating Oil Test.....			q Insulation Resistance.....
i Overspeed Governors.....			r Steering Gear Generators and Motors.....
j Magnetic Couplings.....			s Navigation Light Indicators.....
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)

Complete.

Attended on board at request of Owners Representative on account of damage to propeller stated to be due to contact with quay at Hangar 24, Antwerp on the 19.1.58 whilst moving to Hangar 27.

Upon examination, all the propeller blades (4 bladed Cast iron) were found to be broken off at the roots.

The Screwshaft was now drawn, removed ashore and examined in the lathe and found in order, the cone end was also magna-flux tested and found in good order.

Ship's spare (4 bladed cast iron) propeller now fitted, the fit of the propeller on the shaft was seen and found good.

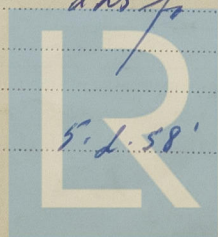
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Survey fees .....

Damage fee Prop. 2,000 fgs

Expenses... dhs. fgs

Date when A/c rendered 5.2.58



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