

1 MAR 1961

Rpt. 9

Date of writing report 17.2.61. Received London Port Liverpool. No. 156135
Survey held at Liverpool. No. of visits 4 First date 13.1.61. Last date 7.2.61.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 83963 Name S.S. "TRADER" Gross tons 6089 Date of build 1940 12
Owners Charente S.S. Co. Ltd. Managers T. & J. Harrison Ltd. Port of Registry Liverpool
Engines made 1940 By D. Rowan & Co. Ltd. Type T 3Cy.

No. of Main Engines 4 No. of Screws 1
No. of Main Boilers 2 DB W.P. 210lb Spt.
No. of Aux./Donkey Boilers 1db W.P. 120lb
Surveyed Afloat or in Dry Dock Both
Nature of Survey Dkg., M.B.S., D.B.S.
Was Damage Report issued? Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

| | Hull | Machinery |
|--------|------|-------------|
| *100A1 | 2,60 | *LMC 9,58 |
| SS | 9,58 | BS M 12,59 |
| | | d 12,59 |
| | | TS CL 5,59 |
| | | s.p.s. 9,58 |

OF12/53 ND

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.

If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Good Wear Down of Stern Bushes 3/16 Oil Glands Sea Connections

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 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 & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

30 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 eligible in my opinion to remain as classed and have fresh records of M.B.S. 2,61 and D.B.S. 2,61.

Date of Committee LIVERPOOL 28 FEB 1961
Decision MBS 2.61
DBS 2.61
KPM



If certificate is required state where to be sent

005625-005630-0068

- 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 | | | |
| Magnetic Couplings | | | |
| k Air Gap | | | |

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

| MAIN | Both | Good. | AUXILIARY, DONKEY & PRESS | Good |
|--|--------------------|-------|---|-------------|
| Port 13.1.61. | Starboard 25.1.61. | | | 25.1.61. |
| Superheaters | Good | | | |
| Safety Valves | Good | | | Good |
| Mountings, Doors & Fastenings | Good | | | Good |
| Safety Valves Adjusted to | Sat. 210 lbs/psi. | | | 120 lbs/psi |
| | Spt. 210 lbs/psi. | | | |
| Boiler Securing Arrangements | Good | | | Good |
| 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? | Yes | | Forced Circulating Pumps | |
| Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? | Yes | | 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)

Repairs (Wear and Tear)

Approximately 90 plain tubes in the lower rows of the port boiler renewed at Owners instigation.

The donkey boiler was found generally pitted in the water space.

Six selected plain tubes removed from the donkey boiler to ascertain thickness in way of corrosion.

All considered satisfactory.

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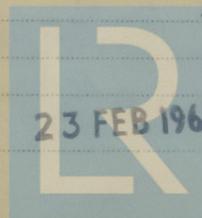
19.5.61
14.3.61
M.B.S. 25.1.61
M.B.S. 25.1.61
M.B.S. 25.1.61

Survey fees M.B.S. 228-0-00
D.B.S. 78-0-00

Damage fee

Expenses

Date when Alc rendered



23 FEB 1961

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