

21 FEB 1962

Rpt. 9

Date of writing report 2/2/62. Received London Port FLEETWOOD. No. 158436
Survey held at Fleetwood. No. of visits 1 First date and Last date 31/1/62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 20173 Name S.S. S.T. " LORD LLOYD ". Gross tons 397 Date of build 1933 - 9
Owners Wyre Trawlers Ltd. Managers - Port of Registry Fleetwood.
Engines made 1933 By Amos & Smith Ltd. Type T 3Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 SB (Spt) W.P. 210lb.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Slipway.
Nature of Survey TS(CL).
Was Damage Report issued? No Int. Cert.? Yes.
Last Report (For Head Office only)

| Hull | | Machinery | |
|-----------------|-------|------------|--------------|
| + 100Al. | 4,61. | + LMC. | |
| trawler. | | ES. | 9,58. |
| S.S. (Dr) 9/58. | | BS. M. | 10,60. 12/61 |
| | | TS(CL). N. | 9,58. |
| | | s.p.s. | 12,59. |

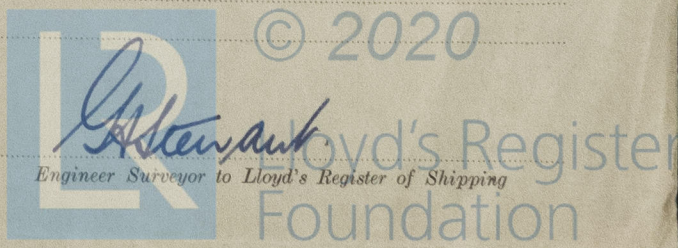
The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected 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.

Yes. Now. DOCKING Propellers Good Wear Down of Stern Bushes Close fit. Oil Glands - Sea Connections Good.
Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 31/1/62. Has Shaft been changed? No.
Has Shaft now fitted been previously used? - Has Shaft now examined with a continuous liner? Yes. Approved oil gland? No.
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
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 order, and eligible in my opinion to remain as now classed, with fresh record of TS(CL) 2/62.

Date of Committee LIVERPOOL 20 FEB 1962
Decision As now
T.S. (CL) 2/62

G.A. Stewart.



003698-003705-0021

- 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 | PORT | STARBOARD | ELECTRICAL EQUIPMENT | AUXILIARY EQUIPMENT |
|------------------------------|------|-----------|----------------------|---------------------------------------|
| a Generators | | | | i 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 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*)

LEAVE THIS SPACE BLANK

Survey fees TS (CL) £5-0-0

Damage fee

Expenses... £4-10-0

Date when Alc rendered 15 FEB 1962

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Foundation