

Rpt. 9

Date of writing report 22.5.56

Survey held at Tilbury

Received London 1 JUN 1956

No. of visits 2

Port London

First date 7

No. 132666  
Last date 18.4.56

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 27720. Name S.S. "SLEMISH".

Owners Thos. Leitch (Shipping) Ltd. Managers C. S. Brown.

Gross tons 1863. Date of build 7-1923.

Engines made 19233. By N. E. Marine Eng. Co., Ltd., Sunderland.

Port of Registry

No. of Main Engines 1 No. of Screws 1

Type Steam recip. Trip recip.

No. of Main Boilers 2.33 W.P. 180.1b.

Records of Survey & Special Notations as per Register Book

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

Surveyed Afloat or in Dry Dock Drydock.

Nature of Survey Damage.

Was Damage Report issued? Int. Cert.?

Last Report (For Head Office only)

Hull		Machinery	
1000AL	7-55.	FLMC.	7-52.
SS. (Dr.)	12-48.	BS.	8-55.
SS. Nwc.	8-52.	TS. CL.	6-53.
		SPS.	7-52.

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 Propeller form. Wear Down of Stern Bushes N/A later Oil Glands Sea Connections

Fastenings form. 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

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 is shiplike to remain in closed condition. subject to the boiler and machinery being fixed up, examined and placed in efficient condition.

Date of Committee

Decision

No action - see memo dated 15.5.56

30m, 5.54, T.

Engineer Surveyor to Lloyd's Register of Shipping



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004852-004860-0132

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).....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	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)

Damage:- Damage stated sustained as a result of the vessel making contact on 29<sup>th</sup> March 1956, with ss. "BORDE" off Portland, River Thames. The vessel is stated to have been loaded with coal at the time of the casualty and sank as a result of the contact, the shell plating being holed below the water line in way of the boiler room, starboard side. The vessel was salvaged after a few days.

Not Done for Damage:- Generally examined boilers and machinery and found them to be water-damaged. It was recommended that the boilers and machinery be pumped up, cleaned, examined and placed in efficient condition.

It is stated that the vessel is to be broken up.

LEAVE THIS SPACE BLANK

Survey fees ... / / /

Damage fee ... £10-10-0

Expenses... ... £0-6-0.

Date when A/c rendered.....