

25 MAY 1960

Rpt. 9

Date of writing report 23.5.60. Received London SOUTHAMPTON. No. 26177  
Survey held at SOUTHAMPTON. No. of visits 2. First date and Last date 6.5.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 28474 Name S.S. "ST. JULIEN". Gross tons 1943 Date of build 5. 1925.  
Owners British Transport Commission. Managers Port of Registry WEYMOUTH.  
Engines made 1925 By J. Brown & Co. Ltd. Type Stm. Turbines S.R. Geared.

Records of Survey & Special Notations as per Register Book. Table with columns for Hull and Machinery. Hull: +100A1 S.S. (Dr) 1.50. S.S. 12.59. Docking 11.59. Machinery: + LMC. ENG S. 1.59. MBS 12.59. TS.0G p & s 12.57. SPS 12.57.

Now. 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 Not Taken. Oil Glands Good. 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
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 the above vessel is eligible in my opinion to remain as classed without fresh record of Survey, subject to the stbd. f an engine crank shaft being renewed by 7.60. (2 months limit).

Date of Committee MONDAY 13 JUN 1960
Decision As now subject

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J.F. James.
Engineer Surveyor to Lloyd's Register of Shipping

- 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 ..... 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)

The crank shaft of the starboard fan engine found broken where it passes through an oil gland near the coupling. This is the second fan engine shaft to break on this ship. (Pl. see Southampton Report No. 26166 on St. Helier), and a careful examination of both these shafts revealed the fact that they have been built up by welding in way of the oil gland at some previous occasion, which is considered to be the cause of their failure. A temporary repair was effected by welding a new piece to the shaft, stress relieving and crack detecting on completion. New shafts are on order and should be fitted on delivery, and by July, 1960. (2 months limit). The ship will steam on one fan engine at reduced speeds.

Docking Repairs  
 A fan engine crankshaft repaired by welding subsequently annealed. The surveyor recommends that the starboard fan engine crankshaft be renewed by 7/60 (2 months limit)



It is submitted that this vessel is eligible to remain as CLASSED. Subject to no recommendations.

LEAVE THIS SPACE BLANK

Survey fees .....  
 Repairs. £3..0..0.  
 Damage fee .....  
 Expenses... ..

Date when A/c rendered 24/5/60

