

Rpt. 9

Date of writing report 10.2.60.

Survey held at Liverpool

Received London

No. of visits 4

Port Liverpool

First date 2.2.60.

Last date 10.2.60.

153636

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 4028 Name S.S. "HEMSLEY I" Gross tons 1178 Date of build 1916 11

Owners Hemsley Bell Ltd. Managers Port of Registry London

Engines made 1916 By J. Dickenson & Sons Ltd. Type T 3Cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 SB W.P. 180lb

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

Surveyed Afloat or in Dry Dock Both

Nature of Survey Docking & M.B.S.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 2,59	+LMC 11,56
SS. (Dr) 11,56	BS. M 2,59
	TS. OG 2,59
	S.P.S. 11,56
carrying oil in bulk FP above	
150°F.	OF 11/16

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 Close fit Oil Glands Efficient Sea Connections Not exam'd

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 (Recip Steam 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 in our opinion is eligible to remain as classed with fresh record of M.B.S. 2,60, (now).

Date of Committee

Decision

40m, 457. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

