

Rpt. 9

Date of writing report 25/11/59

Survey held at GRIMSBY.

Received London

No. of visits One.

Port GRIMSBY.

First date and Last date 23/11/59

No. 28094

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 03455 Name S/T. "BARNETT" Gross tons 483 Date of build 1937 - 9

Owners Crampin Steam Fishing Co. Ltd. Managers Port of Registry Grimsby.

Engines made 1937 By Amos & Smith, Ltd. Hull. Type 1. 3 Cyl. steam recip.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 W.P. 210 lbs (Spt)

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

Surveyed Afloat or in Dry Dock Slipway.

Nature of Survey T.S.C.L. & D.S.

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

Last Report (For Head Office only)

Hull	Machinery
+100A1 Trawler	+LMC 7,58.
D.S. 4,59.	MBS 9,59.
S.S. 7,58.	TS.C.L. 1,57.
	SPS 7,58.

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 Bush & Close fit. Oil Glands Sea Connections

Fastenings Good. Has Screwshaft been drawn? Yes. Date of Examination 23/11/59 Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined a continuous liner? Yes. 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 so far as now seen, is eligible, in my opinion, to remain as classed with fresh record of TS.C.L. 11,59.

Date of Committee

Decision

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.)



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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, and Air Gap.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to
Boiler Securing Arrangements
Main Economisers
Steam Heated Steam Generators
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main
Were Copper Pipes annealed?

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)
WEAR & TEAR REPAIRS:- New spare C.I. propeller fitted at Owners' instance.
Stern tube bush rewooded.

Docking, Repairs, T.S.C. due 1/60, not held
It is submitted that this vessel is eligible for THE RECORD T8211/59

LEAVE THIS SPACE BLANK

Survey fees TS.CL. £5. 0. 0.
Damage fee
Expenses...
Date when A/c rendered 30 NOV 1959