

REPORT OF MACHINERY SURVEYS AND REPAIRS

1910/4

Received London  
10. DEC. 1962

Name SS/MS "ST. EVAL" Gross tons 227  
 t. 8? Yes Port FALMOUTH Rpt. No. 14319  
 Visits 7 First date 30.8.62. Last date 19th September, 1962.  
 issued with? No. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only)  
 Date of rpt. 7.12.62. Surveyed at, if different from Port above  
 t. 9A checked? No. MN 97 Nature of survey MBS & DS  
 y fees 7.0.0. Damage fee Expenses 7/-  
 S.A. fee

propeller Good. DOCKING  
 Sea connections - Oil gland -  
 Cleanings Good. Wear down of stern bush .050".  
 w/tube drawn? No. Date of examn.  
 It been changed? Has shaft now fitted been previously used?

now examined/fitted a continuous liner? Approved oil gland?

OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN Scotch. 19.9.62. †  
 heaters Good.  
 heaters Good.  
 y valves Good.  
 gs, doors Not adjusted.  
 stenings Good.  
 ves { Sat  
 l to { Spt  
 securing gements  
 nomisers Exhaust gas heated economisers  
 n heated generators Steam generator safety valves adjusted to  
 Forced g pumps Funnel  
 saturated steam pipes in cylindrical boiler Were oil burning system & remote controls examined in accordance with rules?  
 oxes been examined as required by the Rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of

for the information of the Committee.  
 The Owners have stated that this tug is now being broken up.

conditions of class are recommended to be added, imposed, amended or deleted, particulars stated above and on the interim certificate.)  
 Committee

*L. A. Zurell*  
 Surveyor to Lloyd's Register of Shipping

THURSDAY 27 DEC 1962  
 See wreck report

Lloyd's Register Foundation

ALSO FOR
SPL FOR
TRO
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POSTING
HEADER
CERT

052947-002935-0041

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		
e Air coolers		n Switchboards & fittings
Control gear f cables, etc.		o Circuit breakers
Insulation g resistance		p Cables
Insulating h oil test		q Insulation resistance
Overspeed i governors		r Steering gear generators & motors
Magnetic j couplings		s Navigation light indicators
k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

DEFECTS IN MAIN BOILER.

Shell plate in way of lower 2 rows of combustion chamber stays port & starboard sides found wasted, and star fractured, the fracture extending  $1\frac{1}{2}$ " to 2" in lengths radiating from stay holes.

H.P. Cylinder fractured vertically on port side approx. 24" long.

No repairs carried out.

The Owners state that this tug has now been sold for breaking up.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

