

REPORT OF MACHINERY SURVEYS AND REPAIRSReceived 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  
DOCKING  
propeller Good. Sea connections - Oil gland -  
enings Good. Wear down of stern bush .050".  
w/tube drawn? No. Date of examn.  
ft 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  
heaters  
y valves Good.  
s, doors Good.  
stenings  
ves { Sat  
l to { Spt  
securing  
gements  
Good.  
Good.  
Not adjusted.  
Good.

nomisers Exhaust gas heated economisers  
n heated generators Steam generator safety valves adjusted to  
Forced pumps Funnel  
g pumps  
aturated steam pipes in cylindrical boiler  
xes been examined as required by the Rules? Were oil burning system & remote controls examined in accordance with 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 imposed, amended or deleted, particulars stated above and on the interim certificate.)

Committee

L. A. Zurnell  
Surveyor to Lloyd's Register of Shipping

THURSDAY 27 DEC 1962

See wreck report

Lloyd's Register  
Foundation

002947-002935-0041

ALSO FOR

SPL FOR

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POSTING

HEADER

CERT



# 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	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

### DEFECTS IN MAIN BOILER.

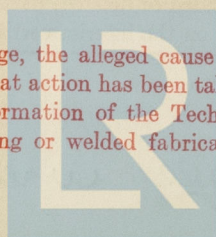
Shell plate in way of lower 2 rows of combustion chamber stays port & starboard sides found wasted, and star fractured, the fracture extending  $1\frac{1}{2}$ " to 2" in lengths radiating from stay holes.

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.



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