

Rpt. 9

Date of writing report 31.3.60

Survey held at Grimsby

Received London

No. of visits 4

Port GRIMSBY

No. 28252

First date 21.12.59 Last date 31.3.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 17727 Name s.t. "KING SOL"

Gross tons 486 Date of build 1936

Owners Rinovia Steam Fishing Co. Ltd. Managers J.R. Cobley

Port of Registry Grimsby

Engines made 1936 By Amos & Smith Ltd.

Type T 3 Cy.

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. 220 lb(Spt.)

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Condition of Class

Was Damage Report issued? No Int. Cert? Yes

Last Report (For Head Office only)

Hull		Machinery	
+100A1	Trawler	+LMC	4,59
D.S.	4,59	NB	2,55
S.S.	4,59	MBS	4,59
		TS CL	9,58
		SPS	4,59

No.

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 Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? 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 this vessel so far as now seen is eligible in our opinion to remain as Classed without fresh record of survey subject to main engine L.P. slide valve and valve chest being examined and dealt with as necessary prior to vessel leaving Grimsby.

Date of Committee

Decision

TUESDAY 19 APR 1960

As now subject

Noted for Header

Engine Surveyor to Lloyd's Register of Shipping

002956-002969-0292



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

NOTE LAID UP

If certificate is required state where to be sent

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	
	PORT	STARBOARD	AUXILIARY EQUIPMENT
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)

NOW DONE FOR DAMAGE:- Attended on board at request of Owners representative to examine main engine L.P. slide valve and valve box as per Narvik interim certificate of 7.12.59.
Recommended L.P. cylinder valve landing face be machined true and matchbox type of valve fitted.
Two subsequent visits and several enquiries have been made regarding commencement of repairs.
The Owners representative states the vessel is laying up indefinitely and request the repairs be deferred until such time as the vessel re-enters service. This in our opinion warrants favourable consideration of the Committee.

LEAVE THIS SPACE BLANK

Signature

Damage fee ... £5.5.0.

Expenses... ..

Date when A/c rendered... 31 MAR 1960

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Foundation