

17 AUG 1960

Rpt. 9

Date of writing report 16/8/60.

Received London

Port HULL.

No. 66111

Survey held at Hull.

No. of visits 4.

First date 4/8/60

Last date 11/8/60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 69673. Name S.S. Steam Trawler "LOCH OSKAIG". Gross tons 534. Date of build 1937.

Owners Caledonian Fishing Co. Ltd. Managers Loch Fishing Co. of Hull. Port of Registry Hull.

Engines made Mdb. By Smiths Dock Co. Ltd. Type Triple Expansion.

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. 225lbs.Spt.

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

Surveyed Afloat or in Dry Dock Slipway.

Nature of Survey Spl.Exam.Tailshaft & MBS.

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

Last Report (For Head Office only)

Hull	Machinery
10001 Trawler	LMC 7,57.
SS 6,57.	MBS 6,59.
DS 1,60.	TSCL 4,57.
	SPS 7,57.

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 - Sea Connections -

Fastenings Good. Has Screwshaft/Tubeshaft been drawn? Yes. Date of Examination 4/8/60 Has Shaft been changed? No.

Has Shaft now fitted been previously used? Has Shaft now examined/fitted 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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

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 MBS 8,60, but subject to tailshaft being again specially examined at forward end of liner by 8,61 (12 months limit).

Date of Committee THURSDAY 15 SEP 1960

Decision As now, subject

Noted for Header

30m, 5, 54. T.

TS 8.60, MBS 8.60.

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Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

003581-003590-0021

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 Good 10/8/60. AUXILIARY, DONKEY or PRESS.....
Superheaters Good.
Safety Valves Good.
Mountings, Doors & Fastenings Good.
Safety Valves Adjusted to { Sat. 225lb./sq.in.
Spt. 225lb./sq.in.
Boiler Securing Arrangements Good.
Main Economisers Exhaust Gas Heated Economisers.
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to Yes.
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes. Forced Circulating Pumps.
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes. Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (State material)

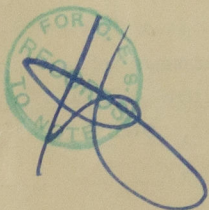
Main Auxiliary (over 3 in. bore).....
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested? Yes.

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)

Propeller:- Blade tips found split and turned over.
Owners cast iron propeller fitted with and without key.
Tailshaft (Condition of Class).

The tailshaft was examined at this date at owners request.
It was found generally pitted at forward end of liner and it is recommended that this item be again examined by 8.61 (12 months limit) being considered satisfactory meantime.

Main Boiler:- Back shell plate grooved on bottom flanging.
Grooving cut out and made up with electric welding.
Boiler tested satisfactorily under steam on completion of repair.



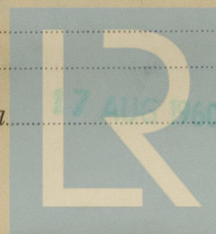
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Survey fees Special Exam.TS. £3. 3. 0.
MBS. £10. 0. 0.

Damage fee ...

Expenses... ..

Date when A/c rendered.....



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