

Rpt. 9

Date of writing report 18/3/58.

Survey held at Fleetwood.

Received London

No. of visits 11

Port FLEETWOOD.

First date 11/10/57

Last date 5/3/58

No. 148928

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19573. Name M.V. S.T. " MARGARET WICKS ".

Gross tons 366 Date of build 1948 - 1

Owners Boston Deep Sea Fisheries Ltd.

Managers F. Parkes.

Port of Registry Fleetwood.

Engines made 1948

By C.D. Holmes & Co. Ltd.

Hull.

Type T 3Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 SB W.P. 215 lbs/sq.in.

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

Surveyed Afloat or in Dry Dock Both.

Nature of Survey Machinery Damage. New Boiler, Dkg.

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

Last Report (For Head Office only)

Hull

+ 100 Al. 8,57

steam trawler.

SS. Flt. 7,52

LAI D UP - SURVEYS OVERDUE.

Machinery

+ LMC.

ES. 8,57

MBS. 12,56

TS(CL). 4,57

O/F 1,48.

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 Not taken ~~XXXXXXXX~~ Sea Connections Not examined.

Fastenings Good. Has Screwshaft Tubeshaft been drawn? NO 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 as now seen is in good condition and eligible in my opinion to remain as now classed with fresh record of + MBS 1,58 (New).

Date of Committee

Decision

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

CERTIFICATE WRITTEN

Engineer Surveyor Lloyd's Register of Shipping

Lloyd's Register Foundation

003895-003905-0108 12



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	PORT	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 ..... New Boiler - See Below. ....

Superheaters .....

Safety Valves ..... Good.

Mountings, Doors & Fastenings ..... Good.

Safety Valves Adjusted to { Sat. 215 lbs/sq.in. ....

Boiler Securing Arrangements ..... Good.

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes - Good. ....

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? .....

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)

Attended at request of Owners representative to examine damage sustained by main boiler due to unknown cause on 5th October, 1957 when vessel returning to Fleetwood from the fishing grounds.

For further particulars please see log books.

NOW DONE FOR DAMAGE :- Boiler opened up and examined.

Found Gauge glass top cock open with the handle up. Gauge glass bottom cock shut with handle up.

Port Furnace down by approx 2 feet for full length. Port C.C. tube plate crushed for the top 18" and tubes and tube holes crushed oval. Wrapper plate top severley set down with girder stays, and wrapper plate bulged between stays for upper half height. Back plate buckled.

Centre Furnace set down for 12" and slightly distorted.

Centre C.C. tube plate buckled and wrapper plate bulged between stays for 3 feet down.

Back plate slightly buckled at top.

Starboard C.C. Tube plate bulged and top 2 rows of tubes and tube holes crushed oval.

C.C. Crown plate distorted. Backplate buckled. Gauge glass and pipes removed and proved clear.

Continuation Sheet 2.

Survey fees ...

Damage fee ... 734-0-0

Expenses ...

Date when A/c rendered .....

Rpt. 9a.

Port of FLEETWOOD.

Continuation of Report No. 9

dated 18/3/58

148928 on the

S.T. " MARGARET WICKS ".

No oil deposits were observed in side the boiler. Boiler water hydrometer readings were unobtainable due to very high density of half full boiler. (Approx 6" - 8" salt deposit in bottom of boiler.)

NOTE :- All boiler mountings were removed, overhauled, examined under hydraulic test and re-fitted to the new boiler at the Owners request, with the exception of 2 new Gauge Glasses, fittings and pipes. ( See Below). The old boiler was cut up for scrap.

A New Boiler was supplied by Messrs. C.D. Holmes & Co. Ltd., having the following identification:-

LLOYDS TEST 375 lbs/sq.in. W.P. 215 lbs/sq.in. 17/1/58. NCJ. Hul.

Please see Hull letter of 30th January, 1958 attached.

2 New 1 1/4" I.D. Gauge glass copper connecting pipes, examined under hydraulic test of 435 lbs/sq.in. and fitted to the new boiler and whilst vessel was trimmed to her normal 8 feet by the stern the 2 gauge glasses were positioned satisfactorily.

Boiler specially examined under steam, safety valves adjusted to 215 lbs/sq.in. (boiler is saturated only), accumulation tests carried out, and the oil-fuel installation and steam smothering installation examined under working conditions, and all found satisfactory.

Attached Fleetwood C.51 for mountings.

Attached Fleetwood Report 5a for installation of Boiler.

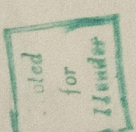
Attached Hull letter of 30/1/58 for construction of Boiler.

G. J. Atkins.



LEAVE THIS SPACE BLANK

9 APR 1958



noted  
MBS 3.58  
NB 3.58  
RBS 6 notes  
1 SB 215 lb



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