

Rpt. 9

Date of writing report 7.5.57

Survey held at GIBRALTAR

Received London

15 MAY 1957

Port GIBRALTAR

No. 4054

First date 2.5.57

Last date 2.5.57

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 52266 Name M.V. Steam Tug "ASSIDUOUS" Gross tons 597 Date of build 1943-10
Owners The Admiralty Managers - Port of Registry Hull
Engines made 10.43 By C.D. Holmes & Co. Ltd Type Three cylinder triple expansion
No. of Main Engines One No. of Screws One
No. of Main Boilers One W.P. 210 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Annual Survey
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only) GIB. 4006

Records of Survey & Special Notations as per Register Book

| Hull | Machinery |
|---------------------|-----------|
| 100A1 | LMC 1/54 |
| for towing services | M 11/56 |
| SS GIB 12/53 | CL 10/56 |
| Docking Date 10/56 | |

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? No

OPINION OF MACHINERY AND RECOMMENDATIONS

Recommended that the record of B.S. 11.56 be made in the Register Book in the case of this vessel.

Date of Committee

TUESDAY - 4 JUN 1957

Decision

As now, without spe. can.

30m, 5.54. T.

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

004292-004299-0382

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

Examined and found in good order.

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 Examined in Steam 2nd May 1957.

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Good

Safety Valves Adjusted to { Sat. 210 lbs per square inch.
Spt.

Boiler Securing Arrangements

Good

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?

Yes

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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)

Main Boiler examined in steam on 2nd May 1957 and the safety valves adjusted to lift at 210 lbs per square inch.

The Oil fuel burning arrangements and deck controls examined, and the steam smothering system tested and found in good order.

All recommendations made by me in connection therewith have been carried out to my satisfaction.

LEAVE THIS SPACE BLANK

Survey fees

£ 5. 5. 0

Damage fee

Expenses...

1. 1. 0

Date when A/c rendered



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