

PR 1960

Rpt. 9

Date of writing report 30.3.60.

Survey held at Grimsby

Received London

No. of visits One

Port GRIMSBY

First date and

Last date 29.3.60.

No. 28246

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 30667 Name S.T. "SLETNES"

Gross tons 524 Date of build 1940

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

Port of Registry Grimsby

Engines made 1940 By Howaldtswerke A.G.

Type T 3Cy. & LP turbine with DR gearing & hydraulic coupling.

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. 2271b(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? Int. Cert.?

Last Report (For Head Office only)

Hull		Machinery	
100A1	Trawler	LMC	7,56
D.S.	8,59	MBS	10,59
S.S.	7,56	TS	1,58
Classed	10,48	SPS	7,56

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?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery is eligible in my opinion to remain as Classed for the contemplated voyage from Grimsby direct to Sunderland where it is proposed that the ship is to be broken up.

Date of Committee

Decision

FRIDAY 29 APR 1960

Noted for Head

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:- CONDITION OF CLASS
In accordance with the Owners request attended on board to examine the main engine under working conditions prior to the ship's departure for Sunderland where it is intended that she be broken up.
The main engine having been examined under working conditions and pressures noted the Owners request that the ship be allowed to proceed to the breakers yard at Sunderland was considered to merit favourable consideration. Further repairs not being considered necessary for the contemplated voyage.

LEAVE THIS SPACE BLANK

Survey fees ... £5.5.0.

Damage fee ...

Expenses... ..

Date when A/c rendered

31 MAR 1960

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