

PR 1960

1 APR 1960

Rpt. 9

Date of writing report 30.3.60.

Received London

Port G.R.I.M.S.B.Y

No. 28246

Survey held at Grimsby

No. of visits One

First date and

Last date 29.3.60.

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. -

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

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)

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

FRIDAY 29 APR 1960

Decision

See Casualty report

Noted for Head's



If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent



Auxiliary
Continous
Donkey B.
Engines
Main Boilers
Machinery
Fitted for

This Certificate is issued upon the understanding that neither the Society nor its Surveyors are responsible for any error of judgment, default or omission on the part of the shipowner or the crew of the vessel.

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		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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