

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

11 OCT 1948

Date of writing Report 9th October 1948 When handed in at Local Office 19 Port of Antwerp
No. in Survey held at Saint Nazaire Date. First Survey 26/8 Last Survey 28/9 1948
Reg. Book. 56150 on the Machinery of the Wood, Iron or Steel S/S Tug "Croisic" or "Empire Toby" (No. of Visits 1)
Tonnage { Gross 129 Vessel built at Thorne By whom R Dunston Ltd Year. Month. 1942 9
Net 85 Engines made at Wigan By whom Worsley & Messers Ltd When 1942 9
Nominal Horse Power 1 Boilers, when made (Main) 1942 (Donkey) 1
No. of Main Boilers 1 Owners Union des Remorqueurs de l'Océan Owners' Address 36, rue de Naples Paris
No. of Donkey Boilers 1 Managers Union des Remorqueurs de l'Océan (If not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 100 lb Port Saint Nazaire Voyage Coastal and Harbour
in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both 903 St Nazaire Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
H.M.R.E. Voyage

Last Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. No damage report

as a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " "

not, state for what reasons.

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler 7th September 1948

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes

Has the shaft now been changed? No If so, state reasons.

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes

State date of examination of Screw Shaft 6-46

State the wear down in the

horn bush Yes Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

State the wear down in the

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete Survey (M & B)

Now done. Tug placed in dry dock; propeller and all fastenings examined. All bolts

bolts and sea connections opened, examined and overhauled as necessary.

Main engine cylinders, covers, pistons and rods, sliding valves and spindles, top and bottom

rods, bearings, crank and thrust shafts examined. Condenser opened, tubes removed, condenser

side. All auxiliaries, pumps, generator, windlass, steering engine opened, overhauled as

necessary and found under working condition. Electric circuits examined, tested and found in

good condition. Hot nozzles round propeller removed and after peak ballasted by 2 Tons

of iron.

Water opened, shipped, cleaned and examined externally and internally; all mountings

over, bolts and valves opened, examined and repaired as necessary.

Safety valves readjusted at 200 lbs for 22 inch.

General Observations, Opinion, and Recommendation: The machinery of this Tug is now in good

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

in efficient condition and eligible, in my opinion, to be reclassified as now classed

in fresh records MS 9.48 and BS 9.48

Fee (per Section 29) £ 5 500 Fees applied for 8-10 1948
Damage or Repair Fee (if any) £ 5 000
(per Section 29.)
Other expenses (if chargeable) £ : Received by me, 19

Committee's Minute TUES. 26 OCT 1948

+ LMC 9.48

CERTIFICATE WRITTEN.

007688-007894-0088

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation