

29 DEC 1959

Rpt. 9

Date of writing report 11.11.59 Received London 12.11.59 Port LONDON No. 141664
Survey held at Sheerness No. of visits 9 First date 29.6.59 Last date 5.11.59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 16179 Name ~~M.V.X.~~ S.S. Tug "JAUNTY" Gross tons 601 Date of build 11-1941
Owners The Admiralty Managers Port of Registry London
Engines made 1941 By C.D. Holmes & Co. Ltd. Hull. Type T3CV. 17" x 28" x 46" x 33"

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 SB. W.P. 200lbs.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Both
Nature of Survey ES, MBS, TS.
Was Damage Report issued? - Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
1000A1 tug.	6-58	LMC.	5-55
S.S.	5-55	MBS.	7-58
		TSCL.	11-56
		SPS.	1-59
Fitted for O.P. 11/41.			

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 0.08" Oil Glands Sea Connections Good
- Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 28.7.59 Has Shaft been changed? No
- Has Shaft now fitted been previously used? - Has Shaft now examined/used a continuous liner? Yes Approved oil gland? No
- MAIN ENGINES (Recip. Steam) ~~DELTA~~ PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods All (3) Good
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides Side Centre
- 4 Crankpins & Bearings Side Centre
- 5 Journals & Bearings (Crankshaft lifted) Good.
- 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
- SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Housing, Bearings & Thrusts
- EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- STEAM COMPRESSORS
- CLUTCHES & HYDRAULIC COUPLINGS
- REDUCTION GEARING
- THRUST BLOCKS, SHAFTS & BEARINGS Good
- INTERMEDIATE SHAFTS & BEARINGS (one) Good
- HOLDING DOWN BOLTS & CHOCKS Good
- CONDENSERS (MAIN & AUX) Good
- STEAM RE-HEATERS
- DE-SUPERHEATERS
- STOP & MANOEUVRING VALVES Good
- MAIN ENGINE DRIVEN PUMPS 2 Bilge, 2 feed, rams & One air pump. Good.
- CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? No

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen, is in good condition and eligible in my opinion to remain as now Classed with fresh record of TS(CL). 9-59 now & E.S. 11-59 when the pumping arrangements have been tested, the electrical installation examined under working conditions and the evaporator safety valves adjusted under steam, and the fire extinguishing arrangements examined and tested; also MBS. 11-59 when the boiler safety valves have been adjusted under steam and the oil burning installations examined under working conditions.

Date of Committee TUESDAY 19 JAN 1960
Decision ES 11.59 TS 9.59

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.) but deferred for comp MBS.



009796-009804-0162

If a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) Main circulating pump P.S. E.R. General service pump P.S. E.R.
 Feed pump E.R. Forward. All Good. Both oil fuel pressure unit pumps.
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good (but not tested).
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes
 35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service) Oil Fuel (2) Good
 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 Good 43 Have Evaporator Safety Valves been tested under steam? No
 44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Not examd.

AUXILIARY ENGINES (Identify by position) Steam driven generator 20 KW. S.S. E.R. Aft. Good.
 Diesel driven generator 15 KW. S.S. E.R. Ford. Good.

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD				
a Generators				l Generators & Governors	Good (Governors not teste
b Exciters				m Motors	Good
c Air Coolers				n Switchboards & Fittings	Good
d Motors				o Circuit Breakers	Good (not tested)
e Air Coolers				p Cables	Good
f Control Gear, Cables, etc.				q Insulation Resistance	Good
g Insulation Resistance				r Steering Gear Generators and Motors	Good
h Insulating Oil Test				s Navigation Light Indicators	Good
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 (one & only) 14.9.59. Good. AUXILIARY, DONKEY or PRESS
 Superheaters
 Safety Valves Good
 Mountings, Doors & Fastenings Good
 Safety Valves Adjusted to Sat. Not done.
 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? No Forced Circulating Pumps X
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Efficient.

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)
 REPAIRS (WEAR & TEAR):- All main engine main bearings retalled.
 H.P. & L.P. crankpin bearings retalled.
 H.P. piston valve top liner bored out and new rings fitted.
 T.S. Outer bush re-wooded.
 Condenser re-tubed.
 (Date of T.S. CL 9-59 is undocking date of vessel).
 This vessel has now been towed to Pembroke Dock to be laid up.
 Steam was not raised on completion of the refit and therefore none of the machinery has been tried under steam.
 To complete the survey for E.S. 11-59 the pumping arrangements remain to be tested, the electrical installation to be examined under working conditions and the evaporator safety valves to be adjusted under steam. To complete the survey for M.B.S. 11-59 the boiler safety valves remain to be adjusted under steam and the fire extinguishing and oil burning installations to be examined under working conditions.

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Survey fees E.S. £38.0.0.
 M.B.S. £8.0.0.
 T.S. CL. £5.0.0.
 Elect. Inst. £15.0.0.
 Damage fee
 Expenses... Charged on Rpt. 8.

Date when A/c rendered 23 DEC 1959

