

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

(Received at London Office _____)

14 APR 1954

Date of writing Report 8th April 1954 When handed in at Local Office 8th April 1954 Port of Aberdeen

No. in Survey held at Aberdeen Date. First Survey 10th March Last Survey 31st March 1954
Reg. Book. 25869 on the Machinery of the Wood, Iron or Steel H. M. Tug "SAMSON"

Tonnage { Gross 855 Vessel built at ABERDEEN By whom A. Hall and Co. Ltd When 1954
 Net 184 Engines made at Aberdeen By whom do When 1954
 Nominal Horse Power 540 MN Boilers, when made (Main) 1953 (Donkey) ---
 No. of Main Boilers Two Owners The Admiralty Owners' Address ---
 No. of Donkey Boilers nil Managers --- Port --- Voyage ---
 Steam Pressure in Main Boilers 250lb If Surveyed Afloat or in Dry Dock No 3 Pontoon
 in Donkey Boilers --- (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Character for Special Survey: Date of last Survey and of Periodical Surveys.	Machinery and Boilers Surveys (Including date of N.B., if any)
100A1 Towing Services (Class Contemplated)	

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and verbatim 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.

In 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.

Was 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? _____

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

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined? _____

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. Present condition of funnel(s) _____

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? _____

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam? _____

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

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? _____

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? _____

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? _____

Has shaft now been changed? If no, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner? _____

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? _____

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. COMPLETE.

NOW DONE:-
 Vessel placed on pontoon for damage stated to have occurred when vessel grounded in Aberdeen Harbour entrance channel on 9th March 1954. Propellers, sternbushes and outside fastenings examined, and the starboard propeller found to have the leading edges of all blades somewhat buckled and serrated. Starboard propeller sent to makers for repair, and propeller in store for sister vessel now fitted. Fit of propeller on screwshaft checked and found satisfactory.

General Observations, Opinion, and Recommendation:-

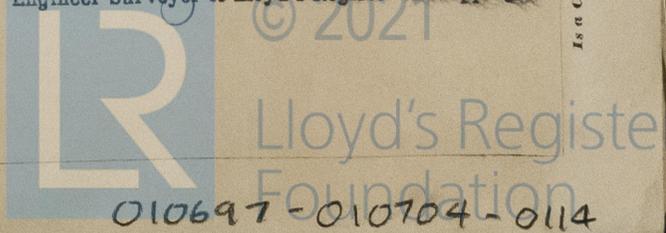
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel, so far as now seen, is in good order, and is eligible in my opinion to remain as classed, (Class Contemplated) without fresh record of survey.

Survey Fee (per Section 29).....	£ : :	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 29.)	£ : :	Received by me,	19
Travelling expenses (if chargeable)	£ : :		

Assigned Sec Abn FE, Mchry Rpt. 23645

John Douglas
Engineer Surveyor to Lloyd's Register of Shipping



010697-010704-0114

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to _____

REPORT OF SURVEY FOR REPAIRS & OF ENGINES AND BOILERS

10001 Towing Barge (Class Contemplated)
Name of vessel
No. of the vessel
Date of survey
Name of the surveyor
Name of the engineer
Name of the boiler maker
Name of the contractor

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Rpt
No. of
No. in
Reg.
326
Built
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Boiler
Regis
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Trade
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Crank
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Bronz
propel
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Feed
Bilge
Feed
Pump
Salve
Bellows
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Or
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