

Rpt. 9

Date of writing report 28.3.60.

Survey held at GLASGOW

Received London

No. of visits 8

Port GLASGOW

First date 16.2.60.

Last date 23.3.60.

16 APR 1960

No. 91194

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11171 Name ^{S.S.} ~~M.V.~~ Steam Tug "FLYING SPITFIRE" Gross tons 263 Date of build 4-1942
Owners Clyde Shipping Co. Ltd. Managers Port of Registry Glasgow
Engines made 1942 By G. Fletcher & Co. Ltd., Derby Type T 3 CY 16" 26" x 43" x 30"
No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book
No. of Main Boilers 1 SB W.P. 210 lb/sq.in.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Both
Nature of Survey Damage, T.S. M.B. & SPS
Was Damage Report issued? Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
BS *	D.S. 8,59
Tug	MBS *
	ES 7,58
	S.S. 7,58
	M.Blr.S. 8,59
	T.S.O.G. 7,58
	S.P.S. 7,54
	OF 7,54

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 42/1000" Oil Glands Good Sea Connections Good
Fastenings Good Has Screwshaft/Tubeshaft been drawn? Yes Date of Examination 15.3.60. Has Shaft been changed? No
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland? Yes

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides Side Centre
- Crankpins & Bearings Side Centre
- Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

- SCAVENGE BLOWERS
- SUPERCHARGERS

MAIN TURBINES

- Casings, Rotors, Blading, Bearings & Thrusts

- EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

- STEAM COMPRESSORS

- CLUTCHES & HYDRAULIC COUPLINGS

- REDUCTION GEARING

- THRUST BLOCKS, SHAFTS & BEARINGS

- INTERMEDIATE SHAFTS & BEARINGS

- HOLDING DOWN BOLTS & CHOCKS

- CONDENSERS (MAIN & AUX.)

- STEAM RE-HEATERS

- DE-SUPERHEATERS

- STOP & MANOEUVRING VALVES

- MAIN ENGINE DRIVEN PUMPS

- CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes

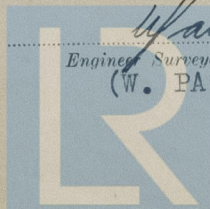
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain as now classed with fresh record of survey MB 3,60, TSOG 3,60, SPS 3,60.

Date of Committee GLASGOW 5 APR 1960

Decision MBS 3,60
TS 3,60 SPS 3,60

30m, 6,55, T. (MADE AND PRINTED IN ENGLAND)

Engine Surveyor to Lloyd's Register of Shipping
(W. PATERSON)



Lloyd's Register
Foundation

011032-011036-0234

Has 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).....

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 (44) Good..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

		ELECTRICAL EQUIPMENT	
PROPULSION	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 Boiler Room Midships - Good - 10.3.60. AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 210 lb/sq.in.
Spt. Good

Boiler Securing Arrangements Good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to Yes

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main from Blr. to main Eng. Stop Valve - mild steel - 420 lb/sq.in. Auxiliary (over 3 in. bore) From Blr. to Distribution Chest - Mild Steel - 420 lb/sq.in.

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)

Damage stated by Owners sustained on Sunday, 14th February, 1960 when assisting in berthing m.v. "ESSO AVONMOUTH" at Bowling. Towing ropes parted and tug grounded, stern striking bank. Engines running full ahead at time of impact. All cast iron propeller blades broken at tips, screwshaft withdrawn and examined, tested for truth, keyway crack detected and found satisfactory. Shrinks of main engine crankshaft journals and crankpin dowel pins, thrust block engine and bedplate examined as far as could be seen no defects. Holding down bolts hammer tested. Engine turned one complete revolution No.6 Main bearing journal tested for truth reading + 3/1000. Spare cast iron propeller fitted. In view of damage sustained to rudder and sternframe, steering engine dismantled and examined.

Main Boiler Wear and tear repairs effected.

LEAVE THIS SPACE BLANK

Survey fees Damage £10. 10. --
M.B. £ 8. -- --
T.S. £ 5. -- --
S.P.S. £ 3. 3. --

Damage fee ...
Expenses... £ --. 15. --

Date when A/c rendered

5 APR 1960

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