

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

(Received at London Office)

AUG 1954

Date of writing Report 23. 7. 54 When handed in at Local Office 27. 7. 54 Port of Glasgow
 No in Reg. Book. Survey held at Bowling Date First Survey 26. 5. 54 Last Survey 13. 7. 1954
 60257 on the Machinery of the Wood, Iron or Steel S.T. FLYING SPITFIRE

Tonnage { Gross 263 Vessel built at Epole By whom Epole S.B. & Repg. Co Ltd When 1942 4
 Net - Engines made at Derby By whom E. Fletcher & Co. Ltd When 1942
 MN 180 Boilers, when made (Main) 1942 (Donkey) -
 No. of Main Boilers 158 Owners Clyde Shipping Co Ltd Owners' Address -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Port Glasgow Voyage
 Steam Pressure in Main Boilers 210 (State name of Dock) Scott & Sons' Ship Bowling
 in Donkey Boilers - Managers -

Last Report No. Port SKL & RPS.
 Particulars of Examination and Repairs (if any) SKL, M.B.S. Blr S. msp. OF CON: BS* 6.53
 (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)

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 not required

Was a damage report made by anyone else? If so, by whom? None.

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

" " Donkey " " " "

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 27th May. Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 210.

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? Yes. 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? Yes. and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - If so, 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 50/1000. Is electric light - fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes.

Has 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. Auxiliary machinery should be referred to by position in Machinery Space.

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

For Docking how done Vessel placed on slip when the propeller, outside fastenings, & sea valves (opened out) oil gland, examined & or put in good condition. Wear down 50/1000.

M.B.S. main engine, cylinders, pistons, piston rods, valve casings valves & valve gear, cross-heads & guides connecting rods top & bottom end bearings, crankshaft, journals & pins attached pumps, bed plate, & holding down bolts. Condenser (tested) Thrust block intermediate shaft & bearing, independent pumps, dynamo engine, feed heater, steering gear & windlass. The valves cocks & strainers of the bilge system including the bilge injection opened up & found, or put in good condition, & subsequently tested under working conditions, & satisfactory machinery trials witnessed.

General Observations, Opinion, and Recommendation: - The machinery of this vessel so far

(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, LMC 9,11 or LMC 140 lb., FD, &c.)

is now seen is in good condition & eligible in my opinion to remain as now classed with fresh record of M.B.S. 7.54 in Blr S. 7.54, sps. 7.54 & fitted for oil fuel. Indorsement - Condenser furnace gooseneck to be specially examined at next Blr S be maintained

Survey Fee (per Section 23) Oil fuel conversion 20 - - -

Special Damage or Repair Fee (if any) 3 3 - -

Travelling expenses (if chargeable) 1 16 0 -

Committee's Minute -

Assigned M.B.S. 7.54

Blr S. 7.54

Fitted for oil fuel

s.p.s. 7.54

GLASGOW 3 AUG 1954

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

011032-011036-0239 1/2

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

Flying Spitfire.

B/F 5. The boiler examined throughout, together with all mountings, doors & their fastenings & found in put in good condition. Safety valves adjusted under steam to 210 lbs/sq. in.

Sps. main steam pipes removed, tested & examined & replaced.

Oil Fuel Conversion Boiler furnaces & fronts modified for oil fuel burning & White's type of furnace fronts & burners fitted.

Oil fuel unit & hand starting unit installed in boiler room space, steam smothering & heating coil lines, fire extinguishing, closings & equipment satisfactorily installed in accordance with the approved plan & Rule requirements.

On completion the installation was examined under working conditions & found satisfactory.

Deck controls of oil fuel valves on bunkers, steam to O.F. units, for engine & steam smothering examined & tested.

Additional machinery & modifications

Messrs Whites Marine Engineering Co Oil Burning Unit No 1688 covered by Lloyd's Certificate of Test No C. 45567 Newcastle.

Floors closed at forward end of bunkers separating boiler & engine room spaces. No damper fitted in funnel.

Repairs wear & tear. main circulating pump impeller & shaft worn, renewed. Feed heater cover renewed broken on opening up for examination. Oil gland overhauled.

Electrical Installation

How done:- A special survey of the electrical installation carried out. Main generator, electric cables, switchboard, distribution boxes, and fittings examined. Minor repairs effected. On completion of repairs installation megger tested, re-examined and found satisfactory. Main generator tried under working conditions and found satisfactory.

16.

S.R.L. Grooving in centre furnace gooseneck to be specially examined at next B/S. Grooving is slight & appears machine, but it is considered that present subject be maintained.

16.



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