

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

(Received at London Office 19 MAY 1949)

Date of writing Report 19... When handed in at Local Office 16/5/19... Port of Glasgow

No. in Survey held at Glasgow Date First Survey 2/5/49 Last Survey 9/5/1949 (No. of Visits 4)

59228 On the Machinery of the ~~Wood~~ Steel Tug "Flying Spray"

Tonnage Gross 214 Vessel built at Port Glasgow By whom Ferguson Bros (Port Glasgow) Ltd. When 1917 Month 4
 Net 2 Engines made at Port Glasgow By whom Ferguson Bros (Port Glasgow) Ltd. When 1917
 Nominal 72 Boilers, when made (Main) 1914 (Donkey) /
 Horse Power 1 Owners Clyde Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 1 Managers Port GLASGOW Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both
 Steam Pressure in Main Boilers 130 lb (State name of Dock) Govan No. 3 dry dock & Queens Dr.
 in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Dkg, T.S. & B.S. & M.S.P.

(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

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

Did the Surveyor personally go inside Main Boiler separately and make a thorough 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 THE boiler 4. 5. 49. Present condition of funnel(s) New

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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 Boiler? 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 Boiler? Yes, and of the Donkey Boilers? /

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

Has 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? / State date of examination of Screw Shaft 3. 5. 49. State the wear down in the stern bush 3/32" Is electric light fitted? Yes. 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 in dry dock. Propeller, aft end of stern bush & under water fastenings examined. One propeller blade found broken now replaced by a new one. Tail shaft drawn in, examined & found in good condition. All sea valves opened, examined & found in good condition. Main Boiler opened & examined externally and internally together with its Safety Valves, doors & mountings. Main stop valve seat found slack now renewed. One stoppered plain tube removed & replaced by a new tube. Safety valves adjusted under steam to 130 lbs W.P. Main Steam pipes annealed & tested to 2WP (260 lbs W.P.).

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen, is in efficient condition & eligible in my opinion to remain as classed with fresh records of T.S.(C.L.) 5.49 & B.S. 5.49 and M.S.P. 5.49.

Survey Fee (per Section 29) B.S. £ 4 : 0 : 0 T.S. £ 2 : 0 : 0 M.S.P. £ 2 : 0 : 0

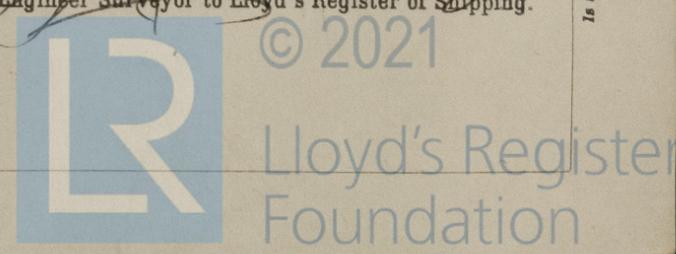
Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable) £

Committee's Minute GLASGOW 17 MAY 1949

Assigned Bl. S. 5.49 T.S.D 5.49 M.S.P 5.49

Fees applied for 17 MAY 1949 Received by me, J. Wilson & Haugh Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Nota.

The notation of "MSD 5:08" should be added.

L.Y.
1/6/08.

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