

2 DEC 1959  
7 DEC 1959

Rpt. 9

Date of writing report 28/11/59 Received London HULL Port HULL No. 65471  
Survey held at HULL No. of visits 5 First date 20/11/59 Last date 27/11/59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 24492 Name S.S. / Trawler "OLVINA"  
Owners Victoria Fishing Co., Ltd. Managers - Gross tons 504 Date of build 1936 5  
Engines made Hull By Charles D. Holmes & Co. Ltd. Port of Registry Hull  
No. of Main Engines 1 No. of Screws 1 Type Triple Expansion  
No. of Main Boilers 1 W.P. 220 lb. Records of Survey & Special Notations as per Register Book  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey REPAIRS, M.B.S., D.S.  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Hull	Machinery
100A1 trawler 10,58	LMC 7,57
s.s. 7,57	MBS 10,58
	TSCL 10,58N
	sps 7,57

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 Close fit Oil Glands Sea Connections Good
- Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination Has Shaft been changed?
- Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods Good
- 2 Valves & Gears Good
- 3 Connecting Rods, Top Ends & Guides S&C Centre Good
- 4 Crankpins & Bearings S&C Centre Good
- 5 Journals & Bearings 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
- 16 SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is eligible in my opinion to remain as classed with fresh record of M.B.S. 11,59.

Date of Committee THURSDAY 31 DEC 1959  
Decision MISS 11.59

Not for Heads



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 ..... 45 Windlass ..... 46 Fire Extinguishing Arrangements .....

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

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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 Good 23/11/59 ..... ~~AUXILIARY, DONKEY or PRESS~~ .....

Superheaters Good .....

Safety Valves Good .....

Mountings, Doors & Fastenings Good .....

Safety Valves Adjusted to { Sat. 220 lb./sq. inch .....

{ Spt. 220 lb/sq. inch .....

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? Coal Fired ..... Forced Circulating Pumps .....

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

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? Yes .....

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)

WEAR & TEAR REPAIRS.

L.P. crankshaft - crankpin found slack in crankweb.  
 At instance of Owners the crankshaft now rebuilt.  
 NOW DONE:- All crankpins and journals renewed. (See forging certificate attached.)  
 Old crankweb pin holes skimmed and new pins shrunk in.  
 All crank pin bearings and journal bearings remetalled.  
 Crankshaft alignment checked and found satisfactory.  
 On completion of repairs the machinery was run on satisfactory dock trials.

LEAVE THIS SPACE BLANK

Survey fees M.B.S. £10.0.0d.  
 Late attendance fee £4.4.0d.  
 Repairs £8.8.0d.  
 Damage fee .....  
 Expenses.....

Date when A/c rendered .....

