

31 OCT 1957

Rpt. 9

21 OCT 1957

Date of writing report 9/10/57

Received London

Port HULL.

No. 63482.

Survey held at HULL.

No. of visits 2.

First date 2/10/57

Last date 7/10/57.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11009 Name ^{SEX} M.V. "FRIARGATE" Gross tons 246 Date of build 1935
 Owners Hull Gates Shipping Co. Ltd. Managers Craggs & Jenkin, Ltd. Port of Registry Hull.
 Engines made Lcn. By Ruston & Hornsby, Ltd. Type Oil Eng. 4 S.A.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both.

Nature of Survey D.S., Damage & S.R.L.

Was Damage Report issued? No. Int. Cert.? Yes.

Last Report (For Head Office only)

Hull	Machinery
BS coasting service U.K.,	MBS CS 7,55
Eire, Channel Is. & Continent	TSOG(N)6,55
between R.Elbe & Brest 9,56	
s.s.Nwc (Dr) 6,55	

Yes Now. 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 Good. Sea Connections
 Fastenings Good. Has Screwshaft been drawn? Yes. Date of Examination 2/10/57 Has Shaft been changed? No.
 Has Shaft now fitted been previously used? Yes. Has Shaft now examined/used a continuous liner? No. Approved oil gland? Yes.

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

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side, Centre
- 4 Crankpins & Bearings { Side, Centre
- 5 Journals & Bearings

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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- 18 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 is eligible in my opinion to remain as classed with fresh record of TSOG 10,57 subject to the ahead pinion and ahead clutch assembly of the Main Engine reverse/reduction gearing being renewed by the end of March, 1958 (6 months limit).

THURSDAY - 7 NOV 1957

Date of Committee See Rpt. 8

Decision

Notes for Header



012096-012101-0124

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 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	STARBOARD	AUXILIARY EQUIPMENT
a Generators	i Generators & Governors
b Exciters
c Air Coolers	m Motors
d Motors
e Air Coolers	n Switchboards & Fittings
f Control Gear, Cables, etc.	o Circuit Breakers
g Insulation Resistance	p Cables
h Insulating Oil Test	q Insulation Resistance
i Overspeed Governors	r Steering Gear Generators and Motors
j Magnetic Couplings	s Navigation Light Indicators
k Air Gap

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
{ Spt.
Boiler Securing Arrangements
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?	Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	Funnel

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?

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 caused by a mooring wire fouling the propeller at Norwich on 28th May, 1957.

NOW DONE:- Vessel placed in drydock. Propeller examined, blades faired and for'd. face of boss machined.

Screwshaft drawn, examined and found satisfactory. Rope guard renewed.

S.R.L. ITEM. (Please see Grimsby Report No. 27113).

NOW DONE:- Ahead pinion and gear wheel examined and teeth found somewhat ridged.

The Vessels Chief Engineer stated that the gearing had been functioning satisfactorily. Gearing tested under working conditions and found efficient.

The Owners Representative stated that the spares, now on order, were expected in the immediate future. In the circumstances it is recommended that this item be deferred and dealt with by the end of March, 1958 (6 months limit), considered efficient meantime. Limit letter issued, copy attached.

LEAVE THIS SPACE BLANK

Survey fees ... Gearing Exam. £3.3s.
TSOG. £3.
... damage. £3.3s.

Damage fee ...

Expenses ...

Date when A/c rendered



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