

Rpt. 9

Date of writing report 31.5.62.
Survey held at Bristol.

Received London
No. of visits Six.

Port BRISTOL. No. 22013.
First date 25.4.62. Last date 21.5.62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 30139 S.S. Name M.V. "SEA GEM". Gross tons 54 Date of build 1944-3.
Owners "Sea King" Steam Tug Co., Ltd. Managers C. J. King & Sons (Tugs) Ltd. Port of Registry Bristol.
Engines made 1944. By N.E. Mar. Eng. Co. (1938) Ltd. Type C2Cy.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1SB W.P. 140 lb.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both.
Nature of Survey DS., ES., MBS., TS & sps.
Was Damage Report issued? - Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS* tug Harbour and river service. 3.61.	MBS* 2.58.
SS. 2.58.	M.Blr. S. 3.61.
	TS OG. 2.59.
	sps. 3.61.

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 1/16". Oil Glands Good. Sea Connections Good.
Fastenings Good. Has Screwshaft/Tubeshaft been drawn? Yes. Date of Examination 27.4.62. Has Shaft been changed? No.
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? No. Approved oil gland? Yes.

MAIN ENGINES (Recip. Steam or I.C.) PORT
1 Cyls., Covers, Pistons & Rods HP & LP - Good.
2 Valves & Gears HP & LP - Good.
3 Connecting Rods, Top Ends & Guides ~~Starboard~~ HP & LP - Good.
4 Crankpins & Bearings ~~Starboard~~ HP & LP - Good.
5 Journals & Bearings All Good.

STARBOARD
ind. d. until 18/5/62
Boat 15/6/62

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 Devers

SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS Good.
24 INTERMEDIATE SHAFTS & BEARINGS Good.

HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.) Good (tested.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS

STOP & MANOEUVRING VALVES Good.
30 MAIN ENGINE DRIVEN PUMPS Air, feed and bilge - Good.

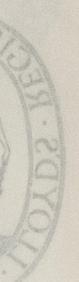
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes.
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this tug is in efficient condition eligible in my opinion to remain as classed and have fresh records of ES 5.62, MBS 5.62, TS (OG) 4.62 and sps 5.62.

Date of Committee WEDNESDAY 20 JUN 1962
Decision ES 5 62 MBS 5 62
TS 5 62 SPS 5 62

Noted for Header



If certificate is required state where to be sent



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

tion the date of the TS added. In ed be s, Part

32 Essential Independent Pumps (Identify by position) G.S. Pump - Good (p.s.) Main circulating pump - Good (p.s.). Auxiliary feed pump - Good (s.s.)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes.

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

AUXILIARY ENGINES (Identify by position) Main circulating pump engine.- Good.

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. 30.4.62. AUXILIARY, DONKEY or PRESS

Superheaters Good.

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to Sat. 140 p.s.i.

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? 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 Good (Steel) tested to twice working pressure Auxiliary (over 3 in. bore) None.

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)

Wear and Tear Repairs :-

Main engine crankshaft lifted and main bearings remetalled.

Alignment of crankshaft/thrust checked and found satisfactory.

Main condenser water box renewed (corroded.)

Attached bilge and feedrams renewed.

Main circulating pump impeller shaft renewed.

Minor repairs effected.



LEAVE THIS SPACE BLANK

Survey fees ES. £14. 0. 0.
 TS. £ 3. 0. 0.
 MBS. £ 8. 0. 0.

Damage fee ...
 Expenses...

Date when A/c rendered 31.5.62.