

Rpt. 9

Date of writing report 5.4.61.  
Survey held at Bristol

Received London  
No. of visits three

Port BRISTOL No. 21650  
First date 2.3.61. Last date 17.3.61.

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 79518 Name S.S. "SEA GEM"  
Owners "Sea King" Steam Tug. Co. Ltd., Managers C.J. King & Sons (Tugs) Ltd., Gross tons 54 Date of build 3-1944  
Engines made 1944 By N.E. Mar. Engineering Co., (1938) Ltd., Type C 2Cy.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 1 SB W.P. 140 lb.  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey SPs & MBS  
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. 3.60	MBS* 2.58
SS 2.58	MBlr.s. 4.60
	TS OG 2.59
	SPs 11.53

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 (Oil Tight). Oil Glands Good. Sea Connections Good.  
Fastenings Good Has Screwshaft 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

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides

4 Crankpins & Bearings

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

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 & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is eligible in my opinion to remain as classed with fresh records of SPs 3-61 and MBS 3-61.

Date of Committee

Decision

50m.4.59 T. (MADE AND PRINTED IN ENGLAND)

THURSDAY - 4 MAY 1961

MBS 3 61

SPS 3 61



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)

Table with 4 columns: PROPULSION, PORT, ELECTRICAL EQUIPMENT STARBOARD, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, etc.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN 2.3.61. - Good.
AUXILIARY, DONKEY & PRESS
Superheaters
Safety Valves Good.
Mountings, Doors & Fastenings Good.
Safety Valves Adjusted to { Sat. 140 p.s.i.
{ Spt.
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? x Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main Good (tested 2WP) Steel.
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)
Wear and Tear Repairs:- All sea valves opened out examined and found somewhat thin due to corrosion. All sea valves now renewed (fabricated steel) tested to 50 lbs. p.s.i., stamped LLOYDS TEST 50 lbs. p.s.i. 15.3.61. RS.
Minor repairs effected to boiler mountings.

LEAVE THIS SPACE BLANK

Survey fees MBS £8.0.0.
Repairs £5.5.0.

Damage fee
Expenses
Date when A/c rendered 5.4.61.

