

Rpt. 9

Date of writing report 8/2/61.

Received London

Port Hull.

No. 66636

Survey held at Hull.

No. of visits 3.

First date 1/12/60

Last date 8/2/61.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54667 Name S.S. "BOWMAN" (Tug). Gross tons 55 Date of build 1943

Owners United Towing Co. Ltd. Managers - Port of Registry Hull.

Engines made Sld. By N.E. Marine Eng. Co. (1938). Type Compound, 2 cyl.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 1 W.P. 140 lb.

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

Surveyed Afloat or in Dry Dock Both.

Nature of Survey DS, TSOG, SPS & Comm. MBS.

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

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book. Table with columns for Hull and Machinery. Hull: *A1 tug River & harbour services 4,59 s.s. 5,58 Reclassed 7,54. Machinery: *LMC 4,58 MBS 4,59 TSOG 9,57 SPS 7,54.

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 // 30/1000" Oil Glands Good. Sea Connections No. Fastenings Good. Has Screwshaft/Shaft been drawn? Yes. Date of Examination 1/12/60 Has Shaft been changed? No. Has Shaft now fitted been previously used? No. Has Shaft now examined/fit 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

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 how seen is eligible in my opinion to remain as classed and have fresh record of TSOG 12,60 and SPS 2,61 now and MBS 2,61 when the Survey has been completed.

Date of Committee WEDNESDAY - 5 APR 1961

Decision Deferred for comp MBS but allow TS 12 60 SPS 2 61

30m,6,55. T. (MADE AND PRINTED IN ENGLAND.)



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 Sole 1/12/60, good. ~~AUXILIARY DUNGEON COMPRESSOR~~
~~Superheaters~~
 Safety Valves Good.
 Mountings, Doors & Fastenings Good.
 Safety Valves Adjusted to Sat. Not adjusted.
 Boiler Securing Arrangements Good.
~~Main Economisers~~ ~~Exhaust Gas Heated Economisers~~
~~Steam Heated Steam Generators~~ ~~Steam Generator Safety Valves Adjusted to~~
~~Water Oiling System & Remote Controls examined working in accordance with Rules~~ ~~Forced Drafting Pumps~~
~~Have Steam & Hot Water Pipes in boiler smoke boxes been examined as required by Rules~~ Funnel Efficient.

EXAMINATION & TESTING OF STEAM PIPES (State material)
 Main Steel H.T. 300 lb/sq. inch. Good. Auxiliary (over 3 in. bore) None.
~~Were Copper Pipes examined~~ ~~Have Insulated Pipes in 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 & TEAR REPAIRS:- Boiler front end plate found grooved in radius of flange for part furnace mouth, grooving vee'd out, further examined, found satisfactory, repaired by E.W.

TO COMPLETE THE M.B.S.:- The safety valves remain to be adjusted under steam.
NOTE:- The vessel is at present laid up at this port for the winter season and the Owners Superintendent states that the MBS will be completed before the vessel is returned to service.

LEAVE THIS SPACE BLANK

Survey fees ... T.S. £3.
 MBS. £8.
 SPS £3.

Damage fee ...
 Expenses... ..

Date when A/c rendered.....

