

1130011960

Rpt. 9

Date of writing report 7/10/60.

Received London

Port Hull.

No. 66256.

Survey held at Hull.

No. of visits 3.

First date 8/9/60

Last date 5/10/60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 86685 S.S. Name "YEOMAN" (Tug). Gross tons 55 Date of build 1944
Owners United Towing Co. Ltd. Managers - Port of Registry Hull.
Engines made Sld. By N.E. Marine Eng. Co. (1938) Ltd. Type Compound. 2 cyl.

Records of Survey & Special Notations as per Register Book

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, MBS.
Was Damage Report issued? No. Int. Cert.? Yes.
Last Report (For Head Office only)

Hull	Machinery
*At tug Harbour and river service 12,59	*LMC 3,58
s.s. 3,58	MBS 12,59
	TSOG 5,57
	SPS 6,54
Reclassified 6,54	

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 8/9/60. Has Shaft been changed? No.
Has Shaft now fitted been previously used? Has Shaft now examined/used a continuous liner? No. Approved oil gland? Yes.

- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- Cyls., Covers, Pistons & Rods
 - Valves & Gears
 - Connecting Rods, Top Ends & Guides (Side, Centre)
 - Crankpins & Bearings (Side, Centre)
 - Journals & Bearings
 - MAIN ENGINE DRIVEN AIR COMPRESSORS
 - Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Coolers & Safety Devices
 - MAIN ENGINE DRIVEN SCAVENGE PUMPS
 - Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Levers
 - SCAVENGE BLOWERS
 - SUPERCHARGERS
 - MAIN TURBINES
 - 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 & MANCEUVRING VALVES
 - MAIN ENGINE DRIVEN PUMPS
 - CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS
The Machinery of this vessel so far as now seen, is eligible, in my opinion to remain as classed and have fresh record of TSOG 9,60 and MBS 10,60.

Date of Committee THURSDAY 10 NOV 1960
Decision MBS 10,60
TS 9,60

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If certificate is required state where to be sent.

