

Rpt. 9

Date of writing report 5.2.62
Survey held at GREENOCK

Received London
No. of visits 2

Port GREENOCK No. 26994
First date 31.1.62 Last date 1.2.62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11262 Name S.S. FLYING METEOR
Owners CLYDE SHIPPING CO. LTD. Managers
Engines made 1943 By AMOS & SMITH LTD. HUL Type STEAM RECIP T. B.C.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 SB W.P. 200LB.
No. of Aux./Donkey Boilers — W.P. —
Surveyed ~~At sea~~ in Dry Dock
Nature of Survey DOCKING & 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	
B.S. TUG		M.B.S.	2.60.
DOCKING	2.61.	B.S.-M.	2.61.
S.S.	2.60.	T.S.O.G.	2.61.
		S.P.S.	3.56.

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 O.G. CLOSE FIT Oil Glands GOOD Sea Connections —
Fastenings GOOD Has Screwshaft Tubeshaft been drawn? NO Date of Examination NOT DUE 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, Side
Top Ends & Guides Centre

4 Crankpins & Side
Bearings 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 ship as now seen is in good order and eligible in my opinion to remain as now classed with fresh record of S.P.S. 2.62 now.

Date of Committee

Decision

as now.

SPS 2.62

4,59 T. (MADE AND PRINTED IN ENGLAND)

W. Limer Lee Lloyd's Register
Engineer Surveyor to Lloyd's Register of Shipping

015292-015301-0066

