

Rpt. 9

Date of writing report 18.12.61

Received London

Port GLASGOW

No. 93137

Survey held at Glasgow

No. of visits 7

First date 28.11.61 Last date 15.12.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11262 Name S.S. "FLYING METEOR"

Gross tons 274 Date of build 1-1943

Owners Clyde Shipping Co. Ltd.

Managers

Port of Registry Glasgow

Engines made 1943 By Amos & Smith Ltd.

Type T 3 Cy. 15", 25" & 42" x 27"

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 SB W.P. 200 lb.

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

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Repair

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

Last Report (For Head Office only)

Hull		Machinery	
BS	Tug	MBS	ES
			2,60
			MBS 2,61
			TS(OG) 2,61
			SPS 3,56
			O.F.

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 Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft Tubeshaft been drawn? 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 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 now seen is in safe working condition and eligible, in my opinion, to remain as classed with fresh record: MBS 12,61 now.

Date of Committee GLASGOW 27 DEC 1961

Decision as now

MBS 12,61

40m,3,58 T. (MADE AND PRINTED IN ENGLAND)

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B.B. GIRLING  
Engineer Surveyor to Lloyd's Register of Shipping  
(B.B. GIRLING)

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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	
		PORT	STARBOARD
		AUXILIARY EQUIPMENT	
a	Generators		l Generators & Governors
b	Exciters		
c	Air Coolers		m Motors
d	Motors		
e	Air Coolers		n Switchboards & Fittings
f	Control Gear, Cables, etc.		o Circuit Breakers
g	Insulation Resistance		p Cables
h	Insulating Oil Test		q Insulation Resistance
i	Overspeed Governors		r Steering Gear Generators and Motors
j	Magnetic Couplings		s Navigation Light Indicators
k	Air Gap		

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Good 8.12.61
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to Sat. 200 lb. 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? Yes Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Efficient

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main 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)

REPAIRS:- Main Boiler

Main feed check valve: The existing patch in way of the main feed check valve, which was found leaking was removed. This is the after check valve fed by the M.E. attached ram pump. The hole in the shell was magnetically crack detected and found free from defects. A new patch made from approved boiler plate 1.15/32" thick. Cert. No. 1084C dated 19.3.57 and similar in design to the previously approved patch was fitted.
Aux. check valve: The boiler shell was found cracked in way of the auxiliary feed check valve. The shell was trepanned out to 5.1/4" diameter and a patch made to the attached approved drawing was fitted. The patch was made from 1.15/32" boiler plate Cert. No. 1084C dated 19.3.57.
Centre furnace: The centre furnace was found cracked circumferentially for approximately 9" at the mouth of the furnace. The crack was veed out and repaired by electric welding.
On completion of the above repairs the boiler was satisfactorily tested under hydraulic pressure.

LEAVE THIS SPACE BLANK

Survey fees MBS £8. - . - .
Repair £20. - . - .
Damage fee
Expenses... £1. 1. - .

Date when A/c rendered
Date entry made in REG 22/12/61
Surveyor's Initials 365

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