

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)

Table with columns for Hull (ES, Tug, SS 2,60, DS 2,61) and Machinery (MBS, ES 2,60, MBS 2,61, TS(OG) 2,61, SPS 3,56). Includes O.F. at the bottom.

Vertical text on the left margin: "Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?"

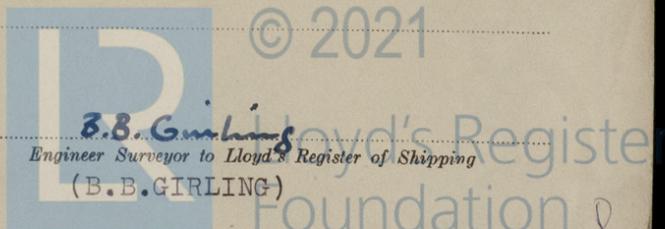
The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected 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, Fastenings, Has Shaft now fitted been previously used?, MAIN ENGINES (Recip. Steam or I.C.), MAIN ENGINE DRIVEN AIR COMPRESSORS, MAIN ENGINE DRIVEN SCAVENGE PUMPS, MAIN TURBINES, 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 & MANOEUVRING VALVES, MAIN ENGINE DRIVEN PUMPS, CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

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



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)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
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 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 REP. 22/12/61

Surveyor's Initials. 865



Handwritten notes:

M.B.S. 12/12/61

3.1.62

3.1.62

3.1.62