

11 4 MAR 1960

Rpt. 9

Date of writing report 11.3.60.

Received London

Port SOUTHAMPTON

No. 26014

Survey held at POOLE.

No. of visits 2

First date 29.2.60.

Last date 10.3.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 25644 S.S. Tug "PETER JOLIFFE". Gross tons 80 Date of build 1940 - 5.
Owners Poole Harbour Commissioners. Managers - Port of Registry POOLE.
Engines made 1940 By Plenty. Type Stm. Recip. Triple Exp.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 W.P.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both.
Nature of Survey MBS & TS(OG).
Was Damage Report issued? - Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 Tug.	+IMC
S.S. 5.57.	Eng. Survey 6.57.
Docking 2.59.	M.B.S. 2.59.
	TS. OG. 4.57.

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 .018 Oil Glands Good Sea Connections Good
Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 29.2.60. Has Shaft been changed? No
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted 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 the above Tug is eligible in my opinion to remain as classed with fresh records of M.B.S. 3.60 and TS. OG 3.60.

Date of Committee

THURSDAY 24 MAR 1960

Decision

MBS 3.60

TS 3.60

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

J.F. James
Engineer Surveyor to Lloyd's Register of Shipping

003611-003619-0180

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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, and Air Gap.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Only 29.2.60.
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves Good.
Mountings, Doors & Fastenings Good.
Safety Valves Adjusted to 180 lbs/sq".
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?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good.

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)
Minor repairs to mountings carried out. New springs fitted to Safety Valves.
New rubber ring fitted to oil gland.

LEAVE THIS SPACE BLANK

Survey fees B.S. £8..0..0.
T.S. £3..0..0.

Damage fee
Expenses... £1.17..6.

Date when A/c rendered 12/3/60