

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

14 APR 1954

Date of writing Report 8th April 1954 When handed in at Local Office 8th April 1954 Port of Aberdeen

No. in Survey held at Aberdeen Date. First Survey 10th March Last Survey 31st March 1954
 Reg. Book. 25869 on the Machinery of the Wood, Iron or Steel H.M. Tug "SAMSON" (No. of Vessels 1)

Tonnage { Gross 855 Vessel built at ABERDEEN By whom A. Hall and Co. Ltd When 1954
 Net 184 Engines made at Aberdeen By whom do When 1954
 Nominal { 540 MN Boilers, when made (Main) 1953 (Donkey) ---
 Horse Power { Two Owners The Admiralty Owners' Address ---
 No. of Main Boilers --- Managers --- Port --- Voyage ---
 No. of Donkey Boilers nil
 Steam Pressure 250 lb If Surveyed Afloat or in Dry Dock No 3 Pontoon
 in Main Boilers --- (State name of Dock.)
 in Donkey Boilers ---

Last Report No. --- Port ---Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

COMPLETE.

NOW DONE:-

Vessel placed on pontoon for damage stated to have occurred when vessel grounded in Aberdeen Harbour entrance channel on 9th March 1954. Propellers, sternbushes and outside fastenings examined, and the starboard propeller found to have the leading edges of all blades somewhat buckled and serrated. Starboard propeller sent to makers for repair, and propeller in store for sister vessel now fitted. Fit of propeller on screwshaft checked and found satisfactory.

General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

The machinery of this vessel, so far as now seen, is in good order, and is eligible in my opinion to remain as classed, (Class Contemplated) without fresh record of survey.

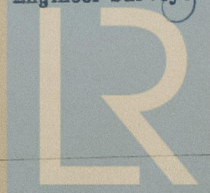
Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : : Received by me,
 (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned

GLASGOW 13 APR 1954
 Sec Abn FE, Mch'y Rpt. 23645

John Donnelly
 Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register
 Foundation

010697-010704-0114

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

REPORT OF SURVEY FOR REPAIRS &c. OF ENGINES AND BOILERS

Ship Name: *ABERDEEN*
Tonnage: *1000*
Date of Survey: *1922*
Surveyor: *W. J. ...*

(Faint, mostly illegible text describing the survey findings and recommendations for repairs to the engines and boilers.)

Remarks: *(Faint text describing the condition of the vessel and the results of the survey.)*

(Faint text at the bottom of the page, possibly a signature or additional remarks.)

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